Latitude 38

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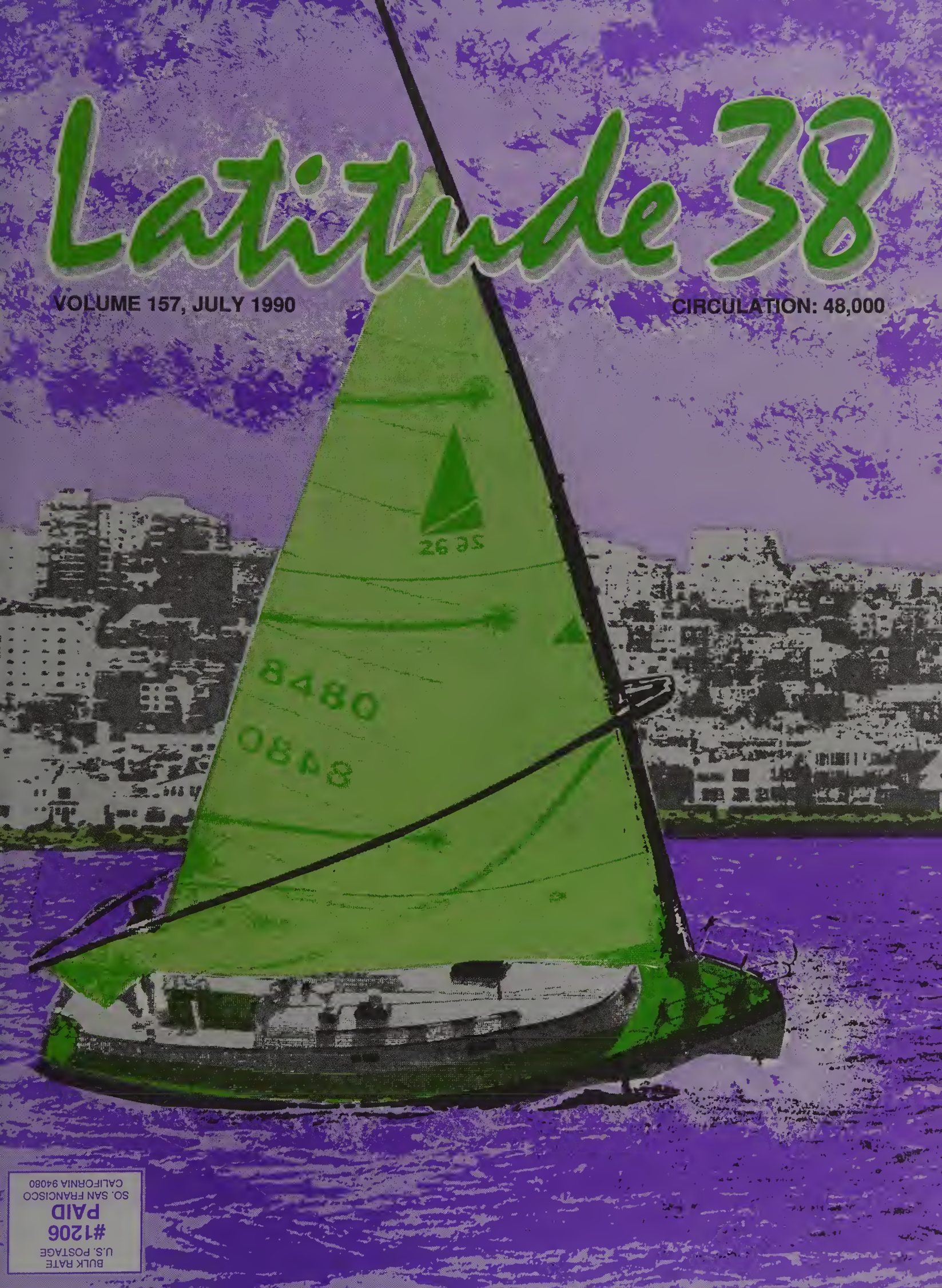

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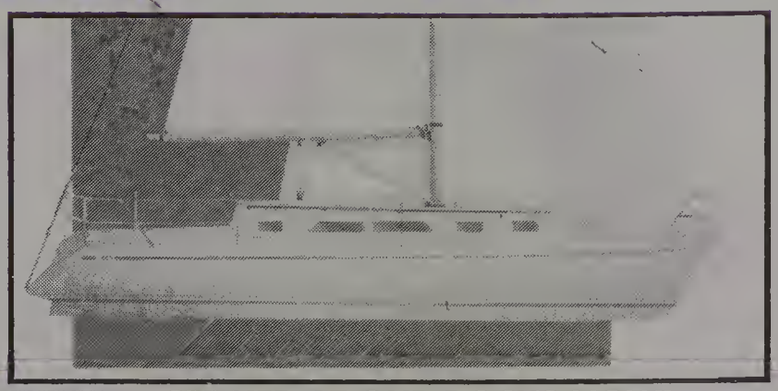

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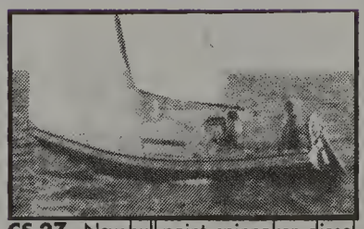
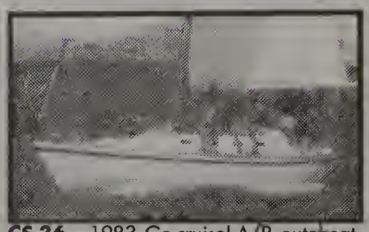
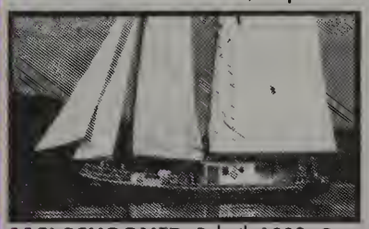


CS 27. New hull point, spinnoker, diesel engine, teak cabin sole. **Reduced to 17,500!**



CS 36 – 1983. Go cruise! A/P, outoheat, 6 sails, cutter rig, radar, dadger, reblt engine. **75,000!** 2 others from 69,500.

WANT TO SELL YOUR BOAT? CALL US NOW !



118' SCHOONER. Rebuilt 1980. Gorgeous, extensive equipment for 80 persons. Charter ready. **$345,000.**

O'DAY 37. Gorgeous!! Cruise ready, – loaded! At aur docks. Two private staterooms **$48,000.**

WESTSAIL 43. Beautiful, cruise ready, bristal cond. Want affers nawl Asking **$120,000.**

47' S&S. Extensive gear, new paint, two private staterooms. Owner transferred. Priced to sell **$96,500.**

BROKERAGE SPECIALS

SAILBOATS

22'	CATALINA, ONE LEFT	3,000
23'	ERICSON, REDUCED	5,500
24'	S-2 '87, LIKE NEW	OFFERS
25'	SANTANA, '77	8,000
27'	CS, LIKE NEW	17,500
27'	CAL 2-27 '75, Sharp	18,500
28'	ERICSON+, '82	29,000
28'	SAN JUAN	17,000
29'	C&C	32,500

SAILBOATS – CONTINUED

29'	FARALLON, loaded, fireplace	25,000
29'	J-29, LIKE NEW, I/B, LVBD	33,000
30'	NEWPORT	27,500
30'	CAPE DORY, '87	87,500
30'	S-2, aft cabin	42,900
30'	ISLANDER	22,000
33'	RANGER	27,500
35'	CAL, LIKE NEW	55,000
35'	SANTANA	ASKING 49,000
35'	COLUMBIA	44,000

CAL 35 Absalutely bristal. Autopilot, furling, diesel, wheel, TV. Must sell. **$55,000.**

SAILBOATS – CONTINUED

36'	COLUMBIA, CLEAN	35,000
36'	LAPWORTH	14,000
36'	CS	(3) FROM 75,000
36'	ISLNDR FREEPORT	ASKING 79,000
38'	MORGAN, '79	61,000
39'	LANDFALL, '79	75,000
43'	WESTSAIL, LOADED	120,000
44'	PETERSON	120,000
45'	HANS CHRISTIAN, '76	137,500
46'	GARDEN KETCH	REDUCED 149,500

SAILBOATS – CONTINUED

50'	CS, '88	REDUCED 295,000
11B'	SCHOONER	345,000

POWER

25'	CARVER, '88	43,000
30'	WILLARD VEGA, '74	42,500
32'	BAYLINER, LIKE NEW	44,000
34'	SILVERTON, BRISTOL	79,900
35'	GOLDEN GATE, '79	59,500

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ALL HEART

Photo: Latitude 38

*HEART OF GOLD

"Heart of Gold," Jim and Sue Corenman's new Schumacher designed "rocket ship," arrived in May and has already given a stellar performance, placing first in division in OYRA's Lightship Race and first to the weather mark, first to finish and first in division in Stockton Sailing Club's 140-mile South Tower Race.

The Corenmans plan to race the boat with a full crew, and to cruise and race the boat double-handed. They ordered their racing sails from Pineapple Sails to regularly leave the competition behind and their cruising sails, also from Pineapple, to confidently leave us all behind.

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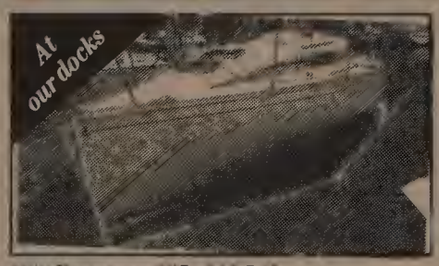
USED BOATS

1983 Norseman 447 $215,000

1987 Passport 37 $129,000

Catalina 30 $30,000

1982 Pearson 37 $65,000



1988 Beneteau 285 $42,500

1984 Panda 34 $96,500

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- *Take trade-ins*
- *Locate berthing*
- *Do installations and repairs in-house*
- *Do charter placement*
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SAIL BROKERAGE

27' Cal 2-27	21,000
28' Beneteau 285 1988	42,500
28' Islander 28, Diesel	28,000
28' Pearson	31,500
30' Catalina 1985 Diesel	(2) 33,000
30' U.S.	19,500
30' Island Bahama	29,900
30' Pearson	(3) 20,800
32' Islander	33,000
32' Aries	39,000
33' Morgan, Diesel, Wheel	29,950
33' Ranger, Harken	34,500
33' Dehler	65,000
33' Aphrodite	27,950
34' Pearson	68,000
34' Panda	96,500
34' Wylie	39,900
35' Beneteau	58,000
35' Niagra	77,900
35' Ericson	37,500
35' Santana	54,950
36' Pearson	97,500
36' Islander	49,000
37' Hunter, Cutter Rig	63,000
37' Pearson 37	65,000
37' Passport	129,000
37' Beneteau 375	77,000
37' Endeavour	64,500
37' Swan	149,000
37' Express	99,000
38' Beneteau 1984	95,000
38' Morgan	61,000
38' Hinckley	88,000
38' Peterson "Brown Sugar"	54,500
38' Faralione Clipper	35,000
40' Lidgard	64,500
40' 1980 Wood Yawl	50,000
40' Olson	129,000
40' Beneteau (Or One-Ton)	115,000
40' Beneteau 405 1986	(2) 119,000
41' Nelson Marek	99,000
41' C&C	130,000
42' Beneteau	119,000
43' Mason cutter	125,900
44' Peterson, ctr cockpit	110,000
44' Alden Cutter	295,000
44' Norseman ctr cockpit	215,000
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47' Passport	220,000
51' Beneteau	250,000

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BENETEAU

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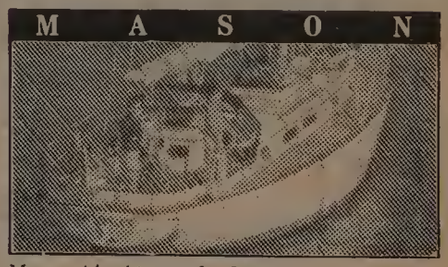
PEARSON

Pearson 37 Clearance Price

PASSPORT

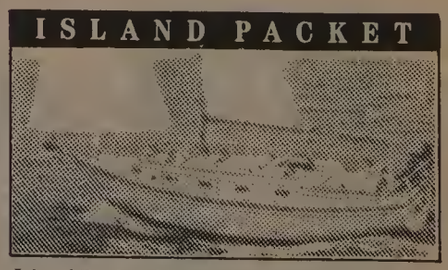
Passport 41 *At our docks*

MASON



Mason 44 *At our docks*

ISLAND PACKET



Island Packet 35 & 38 at our docks
*New 29 now available

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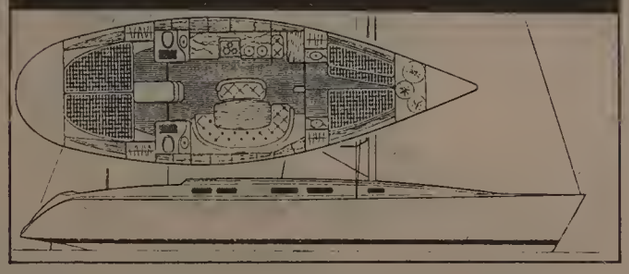

Designed by Bruce Farr • Styled by Pinonforino
Don't miss this spectacular new boat. Over 130 First 45f5's have been sold since its introduction at the Paris Boat Show six months ago.
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An all new classic interior is now available on the popular Oceanis 390. It's warm and inviting and tailored to the way you actually live aboard a boat today.
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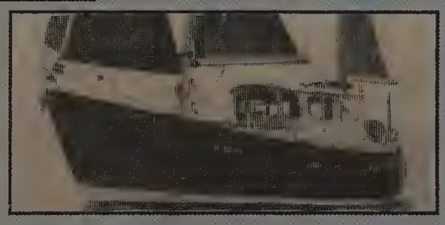

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This California legend is in fantastic condition and ready for its next daysail. Great value at $16,500.

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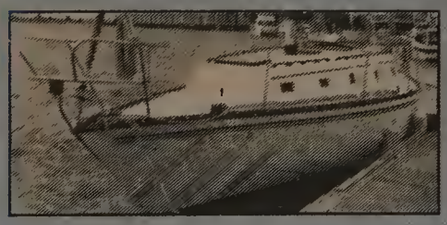
This well known aft cabin powerboat is a fantastic value at $16,750.



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This great Bay boat must be sold. Shows well. Let's have some offers.

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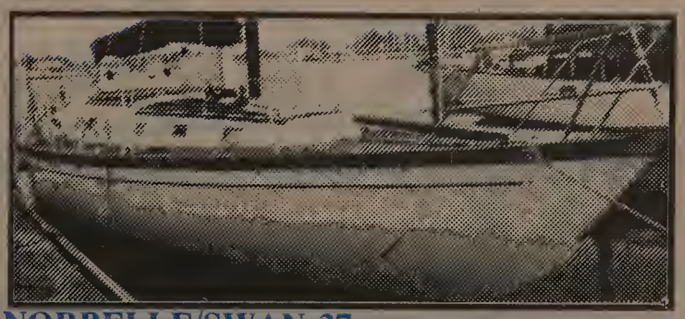

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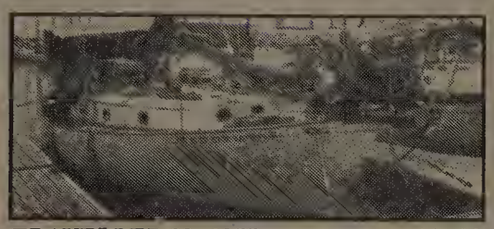
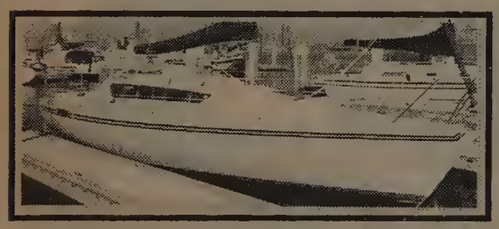
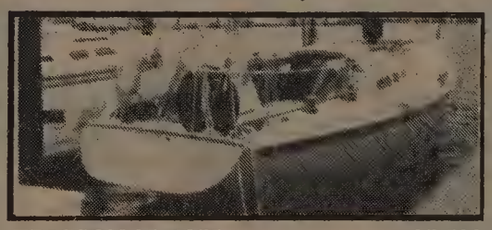


TRAVELLER 32, 1977 44,500
Cruise Ready

FREEDOM 36, 1987 109,500
30' & 32' Freedoms Available



ELITE 29, 1983 34,950
Great Buy



ERICSON 35, 1975 37,500
Trades Considered

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Just Reduced – 2 Available

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Great Liveaboard

S&S 48, 1971 109,500
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30' FREEDOM, '86, rare find	74,500
30' CS	65,000
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40' VALIANT P/H	140,000
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43' COLUMBIA, "loaded"	69,000
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43' MASON, "Hawaii vet"	125,000
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44' HYLAS	179,000
44' CSY	87,500
45' NELSON/MAREK, "race winner"	85,000
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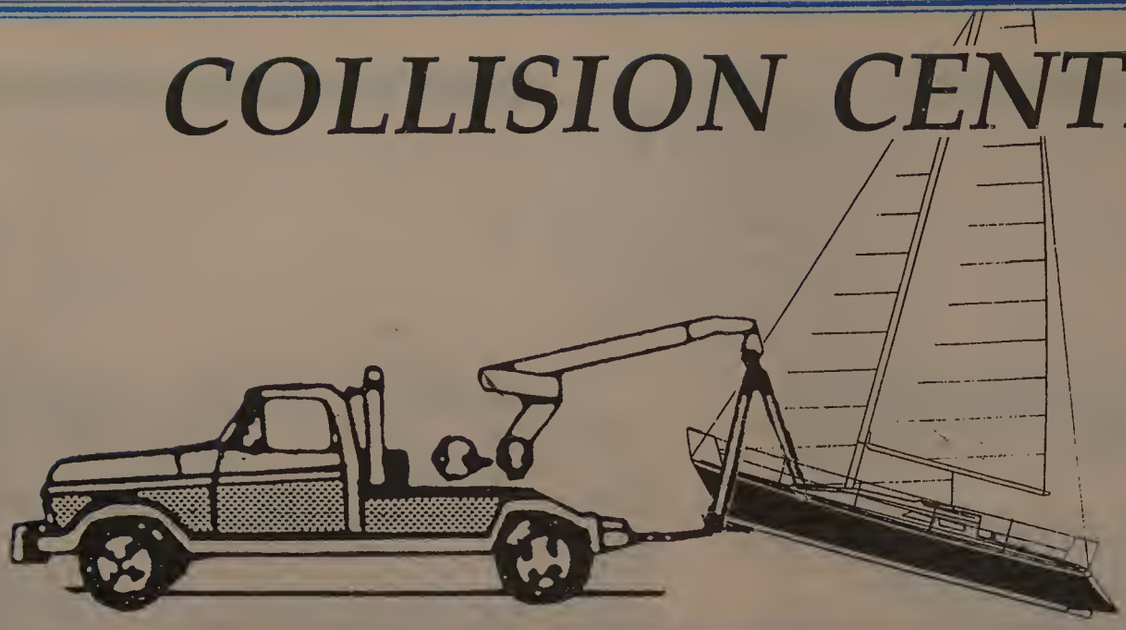

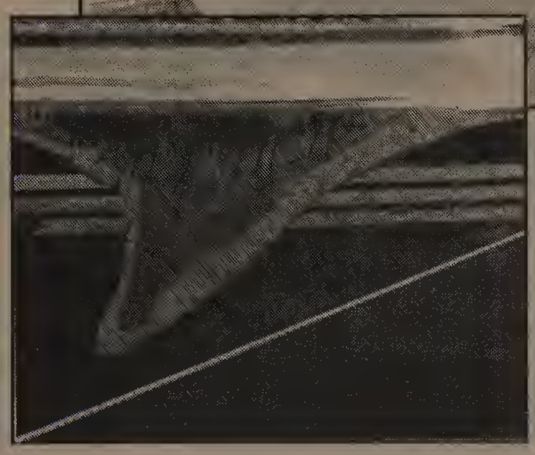

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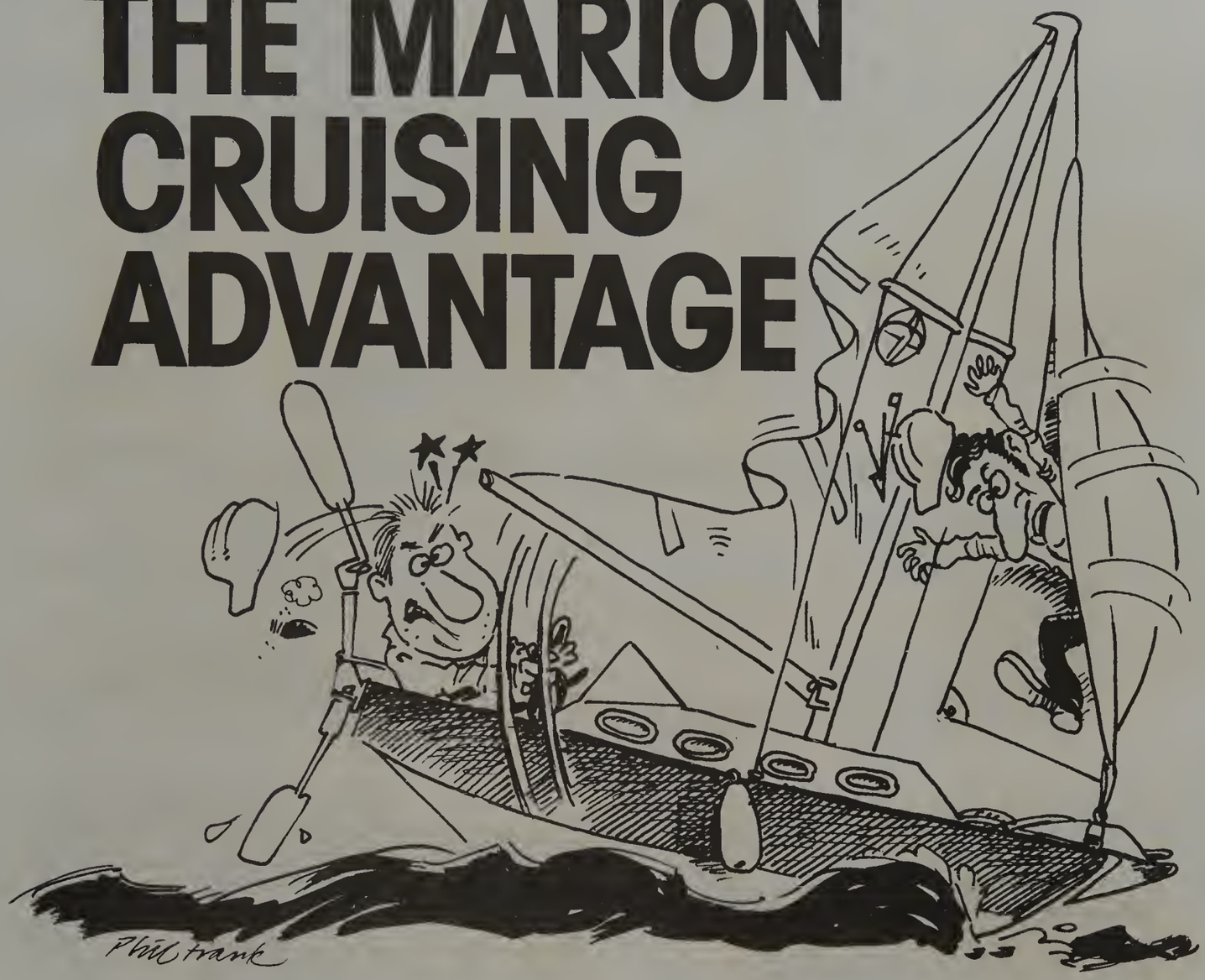

With many cruising sailmakers, one boat's pretty much like the next: some big, some small. It's just cut, sew, and ship the sails. The results could be a disaster.

At Marion, every cruising sail we construct is designed and engineered with the same exacting attention we give our racing sails. We combine our knowledge of stress analysis, cloth characteristics, and sail structure with computer-aided design shapes to produce truly superior, long life sails.

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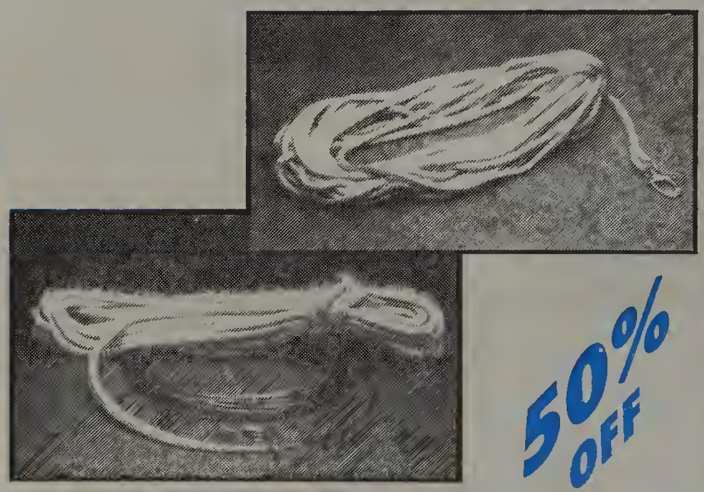

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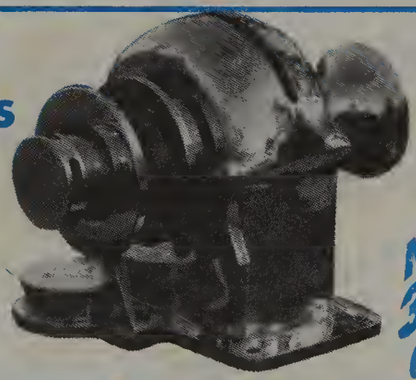

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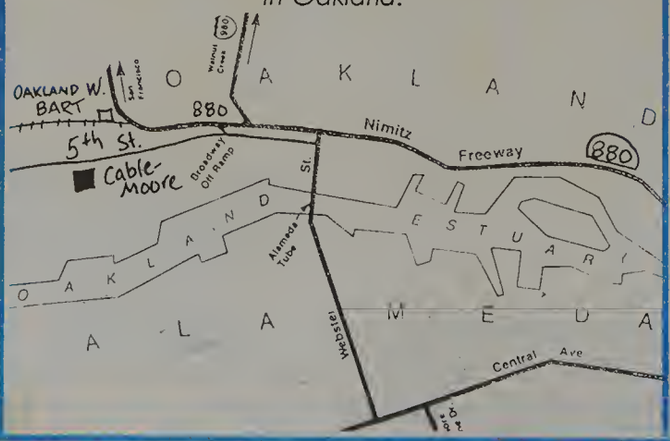

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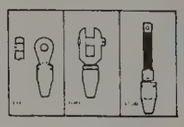
3/16"	forks
	eyes
	studs
1/4"	forks
	eyes
	stud (1/2 thread)
5/16"	forks
	eyes
	stud (5/8 thread)
3/8"	eyes
	forks



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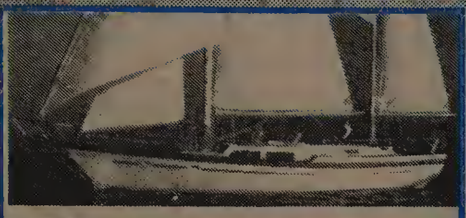
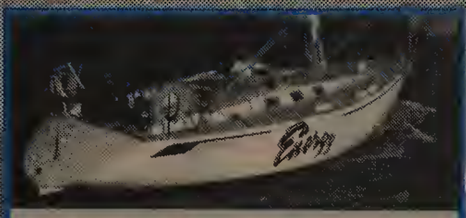
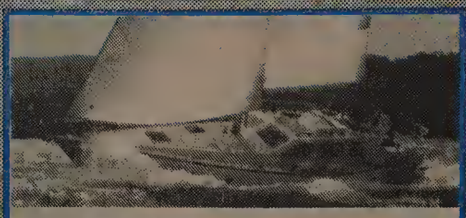


IRWIN 52 Loaded - Interior spaciousness beyond belief. 3 staterooms, 2 heads, bath tub, dinette, sleeps 10. AC, SSB, radar, Loran, 7 kw generator, all sails new. Mexico vet. *Reduced to $129,000.*



LAVARANOS 41, '88. This beautiful custom high-performance cruiser. Cost $300,000. *Now $110,000!*



42' COOPER, '81 Pilothouse sloop, dual steering stations, 180 amp, diesel generator, cruising spinnaker. $119,000.

LIST YOUR ISLANDER FREEPORT WITH THE ISLANDER FREEPORT EXPERTS AT ABC YACHTS.

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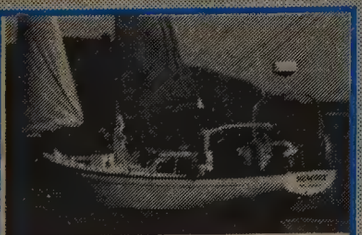
MORGAN 38, '79. Dodger, refrig, CNG, skegged rudder. Great cruising yacht. $66,000.

HUNTER 45, '87 Legend sloop. 55 Yanmar diesel, AP, Loran, radar, 3.5 kw Genset self-furling, complete sail inventory, refer/freezer, 3 staterooms. $139,000.

HYLAS 44, '84. Just returned from Tahiti. High performance G. Frers design, hand rubbed varnished teak interior, gen, refrig, Loran, radar, AP, SatNav, SSB, Monitor vane. Elegance, performance, loaded. $179,000.



COLUMBIA 50. *"Simoon"*. New dsl, dodger, roller furling, rewired, radar, liferaft, Barient 32 ST winches, AP, Loran, completely rebuilt - ready to decorate. $75,000.

SAIL

55'	SWEDE, 1977	89,500
55'	CLIPPER SCHOONER	170,000
48'	HANS CHRISTIAN, 1986	295,000
48'	S&S	109,500
45'	EXPLORER, 1979	100,000
45'	HUNTER, 1987	139,000
44'	HARDIN, 1979	99,000
44'	PETERSON, 1975	2 from 120,000
44'	CSY	110,000
43'	HANS CHRISTIAN, 1977	125,000
43'	C&C	75,000
42'	CHEOY LEE, 1971	78,000
42'	TAYANA	135,000
41'	LAVARANOS, 1988	110,000
41'	RHODES, 1966	60,000
40'	CHALLENGER, 1974	84,500
39'	CAL, 1979	59,000
39'	LANDFALL, 1978	75,200
39'	O'DAY, 1983	66,000
38'	CATALINA, 1983	45,000
38'	ERICSON, 1986	109,000
38'	FARR, 1978	69,000
38'	KETTENBURG, 1957	21,500
38'	FARALLON, 1962	29,000
37'	HUNTER, 1983	62,000
37'	ISLANDER	49,500
36'	ATKINS, 1985	35,000
36'	CS, 1981	69,500
36'	FORMOSA, 1980	45,000
36'	HUNTER, 1981	52,000
36'	ISLANDER . . . 4 from	44,500
36'	J, 1981 2 FROM	66,000
36'	PEARSON, 1985	97,000
36'	UNION, 1985	INQUIRE
35'	S-2 Center cockpit, 1987	90,000
35'	CORONADO, 1972	34,000
35'	SANTANA, 1980	47,000
35'	ERICSON, 1975	36,500
34'	HUNTER, 1983	49,500
34'	PEARSON, 1984	55,000
34'	COLUMBIA	34,000
33'	SWIFT	65,000
33'	HUNTER, 1979	32,000
32'	GULF, 1982	56,000
32'	PEARSON, 1982	46,000
32'	TRAVELER, 1978	49,500
32'	WESTSAIL, 3 from	41,000
32'	ARIES, 1976	35,500
31'	CHEOY LEE, 1969	29,000
31'	HUNTER, 1986	42,900
31'	VINDO, 1974	41,000
31'	BOMBAY CLIPPER, 1978	28,000
30'	ERICSON, 1986	45,000
30'	ISLANDER . . . 2 from	19,500
30'	MORGAN, 1970	22,500
30'	PALMER-JOHNSON, 1972	28,000
30'	NEWPORT, 1971	21,00
30'	ERICSON, 1983	38,700

POWER

57'	CHRIS CRAFT	2 from 169,000
54'	KHASHING, 1987	470,000
53'	BLUEWATER, 1980	160,000
51'	BLUEWATER, 1984	159,000
48'	DUTCH CANAL BARGE	64,500
47'	MONK	50,000
45'	GALLART, 1986	210,000
43'	CALIFORNIAN, 1984	185,000
43'	TROJAN, 1986	310,000
42'	CALIFORNIAN, 1980	125,000
42'	GRAND BANKS, 1981	175,000
40'	BLUEWATER-TAIWAN, 1977	86,000
40'	CHB, 1988	175,000
40'	CRUISEAHOME, 1975	55,000
40'	SILVERTON, 1984	119,500
37'	HERSHINE, 1979	69,750
37'	HERSHINE	3 from 61,000
37'	C&L TRAWLER, 1979	79,950
36'	TROJAN, 1975	49,500
36'	CHRIS CRAFT	35,000
36'	GRAND BANKS	79,000
36'	SEA RAY, 1979	66,900
36'	MODERN, 1983	77,000
36'	GRAND BANKS, 1974	79,950
35'	GOLDEN GATE, 1979	67,500
34'	CALIFORNIA, 1979	69,500
32'	CARVER, 1988	94,000
32'	UNIFLITE	57,500
30'	WILLARD	40,000
26'	TOLLY	24,000

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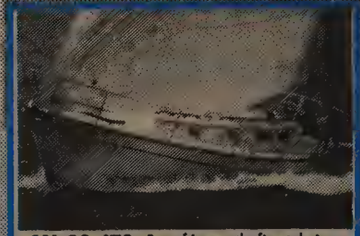
SAUSALITO

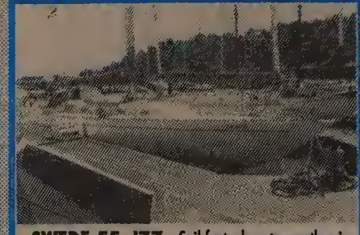
1 GATE 5 RD. **CA, 94965**

37' HUNTER, '84 Roller furling. Self-tailing winches. Avon red crest dinghy. Yanmar diesel. Owner anxious. $62,000



CAL 39, '79. One of Lapworths finest designs. AP, roller furling, windlass, propane. Easy to handle for racing, cruising of living aboard. 2 from $59,000.

CALIFORNIA 42, '80. 16 knot top speed w/ twin 200 hp turbo diesels, 7.5 kw Onan, windlass, freezer, microwave, radar. $125,000.



SWEDE 55, '77. Sail fast, close to weather in this superbly crafted, easy to singlehand race winner. Rebuilt dsl, main, jib & 2 genoa. $89,500.

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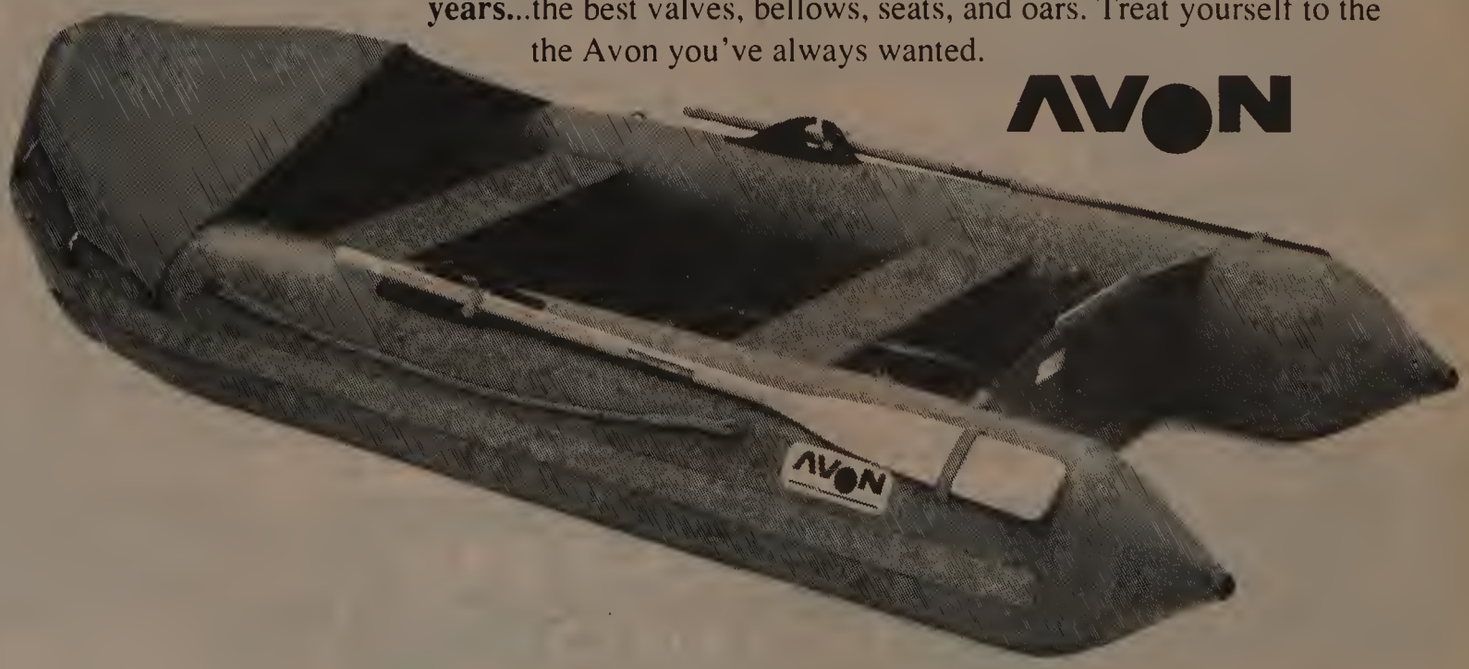

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25′	$100.00	$120.00
30′	$120.00	$140.00
35′	$140.00	$160.00
40′	$160.00	$180.00
50′	$200.00	$220.00

February 1, 1990

Dry Boat Storage Rental Rates

Length	Monthly Rental	Security Deposit
0′ to 19′	$ 35.00	$ 55.00
Over 19′	$ 45.00	$ 65.00
Empty Trailer	$ 35.00	$ 55.00

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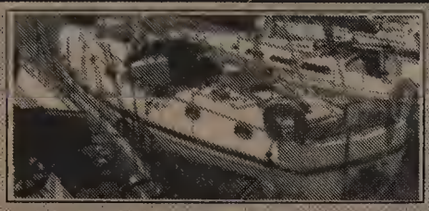
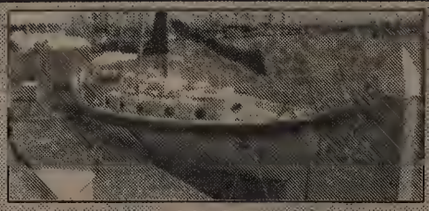
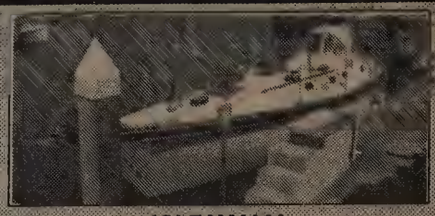


44' PETERSON
Performance cruiser/liveaboard
Nice aft cabin. **Asking $95,000**



44' CSY
Center cockpit. Exc. cond. Owner motivated. **Asking $110,000**



42' TAYANA
Center cockpit, perfect cruiser/liveaboard. Like new. **Asking $135,000.**

A T O U R D O C K S

41' JEANNEAU
French flair, very clean.
Owner must sell. **Asking $150,000**

41' KINGS LEGEND
Beautiful teak exterior, lovely interior.
As new. **Try $73,000**

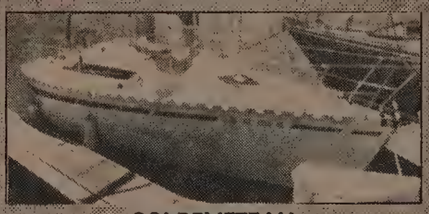
35' S2
1987 – $20,000 savings. Shows as new. **Try $85,000**

33' TARTEN 10
Boat shows as new performance.
Asking $24,900

37' O'DAY
Center cockpit liveaboard cruiser.
Seller says *must* sell. **Try $45,000**

36' CATALINA
Liveaboard – Like new.
See and compare.

34' PEARSON
Performance racer/cruiser.
Nice.

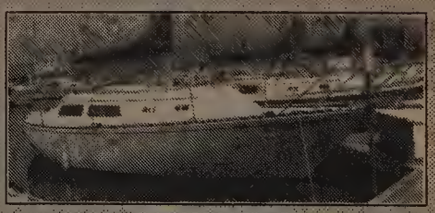


32' BENETEAU
French flair. Excellent condition.
Asking $49,000

32' ERICSON (2)
Both very nice.
From Low **20's.**

32' COLUMBIA
Very clean.
Seller has bought house.

30' PEARSON
2 boat owner. Clean.
Fair price. **Try $15,000.**



30' ISLANDER
3 MkII's
From $21,000

30' SANTANA
Performance cruiser. Excellent condition. Good gear. **Asking $30,000**

29' ERICSON
Two from
$15,400

28' ISLANDER
Five from
$17,000

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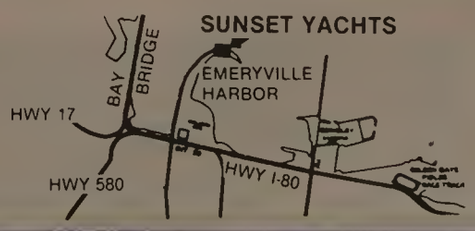

Catalina // Morgan

SAN FRANCISCO BAY'S DEALER

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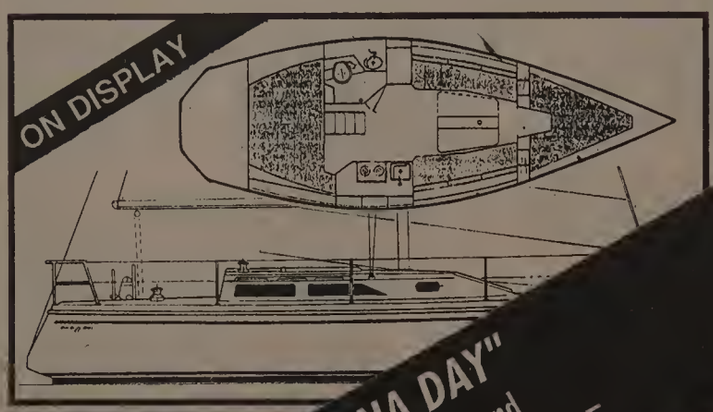
CATALINA YACHTS . . . Continuing a 20 year success story.



CATALINA 28 All new [illegible] head and galley, pedest[illegible] more. a beautiful new boat w[illegible] ay $37,995.

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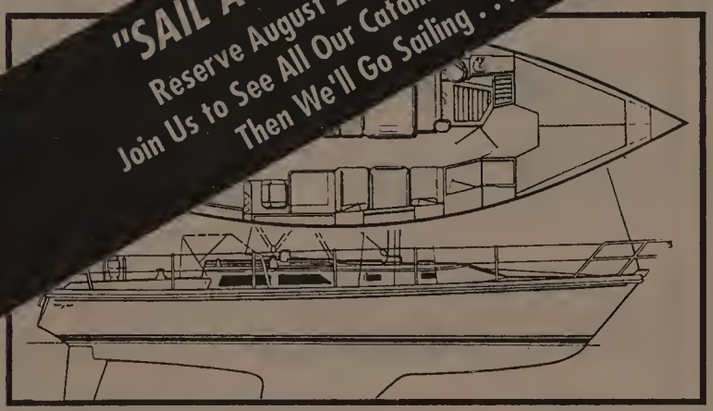
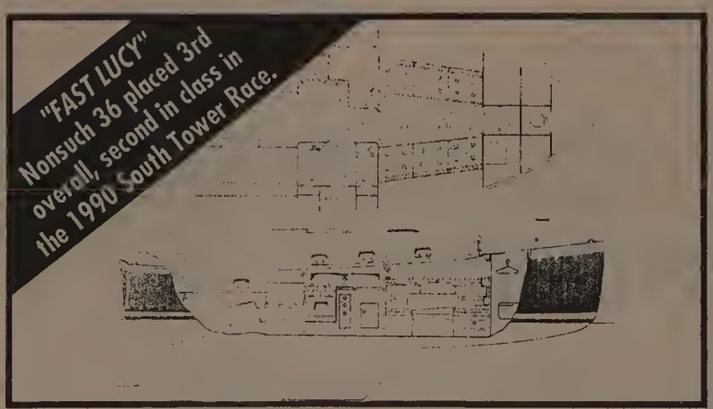
Reserve August 25th & 26th, and
Join Us to See All Our Catalinas on Display –
Then We'll Go Sailing . . .



CATALINA 36 One of the largest interiors in a 36 footer. Great for long-term comfort . . .$78,195.



NONSUCH 30 - 33 - 36 Proven race winner, easy singlehander, the ultimate family sailboat.

EAGLE YACHT SALES

SAIL	SAN MATEO
22' CATALINA . . . (2) FROM	$5,900
22' O'DAY, 1984	8,500
23' RANGER, 1973	6,000
25' MERIT, 1979	10,500
25' CATALINA, '81 . 2 FROM	10,900
25' O'DAY, 1976	10,900
26' FOLKBOAT, '72	11,995
27' CATALINA . . . (3) FROM	14,500
28' CAL, 1967	8,500
28' PEARSON	17,500
29' ERICSON, 1970	18,500
30' COLUMBIA (9.5)	24,000
30' CATALINA . . (3) FROM	22,000
30' FISHER (P.H.)	39,000
32' MORGAN, 1981	44,900
33' NAUTICAT (P.H.)	95,000
34' CAL , 1976	38,000
34' HUNTER	49,000
36' PEARSON, 1981	74,000
38' CATALINA	60,000
39' FAIRWEATHER	122,000
40' BENETEAU, 1983	95,000
43' COLUMBIA, 1971	69,000

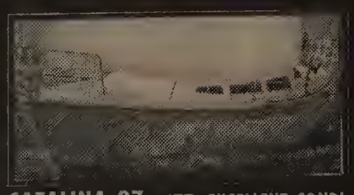
*TELL PARK RANGER
EAGLE YACHTS FOR FREE ACCESS

LISTINGS NEEDED!!

List with us and receive full Bay Area coverage with our "two offices"

FARALLONE YACHT SALES

SAIL	ALAMEDA
47' VAGABOND, 1975	100,000
39' FREYA, 1981	SOLD
39' ERICSON, 39B, 1975	57,500
38' CATALINA, 2 FROM	45,000
36' CATALINA, '84	59,700
35' NIAGARA, 1981	69,995
34' CATALINA, 1986	58,000
32' ARIES, 1981	48,000
32' ERICSON, 1972	Pending Offer
30' CATALINA	4 from 20,900
30' ISLANDER, 1979	28,500
27' COLUMBIA 8.3, 1977	22,500
27' CATALINA	3 FROM 13,800
27' NEWPORT, 1973	11,800
26' COLUMBIA Mk3, 1974	8,950
26' COLUMBIA Mk2, 1970	9,500
26' PEARSON, 1976	8,800
25' CORONADO, 1972	6,500
25' CATALINA, '83	2 from 10,500
25' MERIT, 1983	10,000
23' MERIT, 1985	8,250
23' SANTANA, 1980	10,000
22' CATALINA, 1988	2 from 6,250
22' CAPRI, 1987	11,000
22' COLUMBIA, 1968	3,500
20' CAL, 1965	Pending Offer



CATALINA 27. '77. EXCELLENT CONDITION, REBUILT DSL, MANY EXTRAS. ASKING $14,995.

CATALINA 30. WIDE SELECTION OF USED 30'S AVAILABLE. LATER MODEL '30 W/LRG DSL AVAILABLE. LOADED. CALL US!

NAUTICAT 33. '82. LORAN, VHF, KM/DS, WINDLASS, FURL. JIB, BEAUTIFUL COND, READY TO SHARE ITS COMFORTS. $95,000.

CATALINA 22. 3 TO SELECT FROM WITH TRAILERS. FROM $6,250.

CATALINA 34. DODGER, AUTOPILOT, LORAN, ARIES. $58,000.

ISLANDER BAHAMA 30. PEDESTAL STEERING, AUTOPILOT & MORE. $28,500

ARIES 32. FULL KEEL, WESTERBEKE DIESEL, READY TO CRUISE THE WORLD. $48,500.

CATALINA 38. 1983. NEW ENGINE. 150 GENOA, PEDISTAL. NEW EPOXY BOTTOM. CLEAN. $49,500.

Eagle Yacht Sales Coyote Point Marina, San Mateo (415) 342-2838

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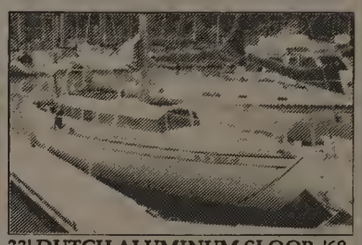
New boat warranties begin the day of purchase.

44' PETERSON CUTTER, '75. Aft cabin, comfortable liveaboard and well equipped cruiser. **Asking $109,000.**



33' DUTCH ALUMINUM SLOOP, '68. Maintained with pride of ownership; ocean cruiser/racer. **Asking $48,000.**

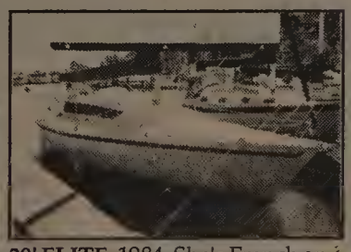
55' SWEDE, 1977. Sleek beauty. Fully founded Transpac winner. **Asking $89,500.**

45' HUNTER, 1987. A Bristol yacht and really loaded. **Asking $129,000.**

42' CHEOY LEE CLIPPER, 1971. Classic lines of beautiful glass & teak in an ocean-worthy ketch-cutter. **Asking $89,000.**

48' MAPLE LEAF CTR, 1976. Professionally maintained. A perfect "10". Outfitted for blue water. **Asking $176,000.**

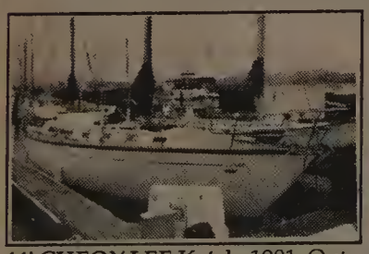
36' STEEL CUTTER, Ketch, 1968. Swedish ocean veteran – tough cruiser. **Asking $65,000.**



29' ELITE, 1984. She's French and looks it – *tres elegante.* **Asking $37,000.**

37' STEEL DUTCH YAWL, 1956. Ocean vet, ready for long cruising or liveaboard. **Asking $62,500.**

45' LAPWORTH SLOOP, 1956. Traditional wood, diesel power, classic lines. **Asking $39,000.**



44' CHEOY LEE Ketch, 1981. Outside: groomed teak; inside: lovely warm panelling. **Asking $100,000.**

HUNTER 37' Cutter, 1984. Cruise or liveaboard. Very clean, comfortable & loaded. **Asking $63,000.**

SELECTED SAILBOAT BROKERAGE

27'	EXPRESS, '86	23,000
28'	ISLANDER, '82	25,900
29'	ELITE, (French) sloop, '84	37,000
29'	GULF P/H, (2) from	33,000
30'	NEWPORT-II, '79	21,000
30'	OLSON sloop, '81	16,500
30'	PEARSON, '73, new engine	22,000
31'	VINDO, (Finnish), '74	41,000
31	SAN JUAN, '77	18,000
31'	DUFOUR, '79	39,500
32'	WESTSAIL	57,000
32'	GULF P.H., '82	54,900
32'	BENETEAU, "81	39,900
32'	PEARSON 323, '78, dsl	39,900
33'	RANGER, '76	28,000
33'	HUNTER, (2) from	36,000
34'	HUNTER, '83	49,000
36'	ISLANDER, '79, dsl	49,000
36'	CHEOY LEE clipper, '70	47,000
38'	ERICSON, '86	107,000
38'	EASTERLY slp, 1978	64,000
39'	NEW ZEALAND slp, '82	69,000
39'	O'DAY, '83	62,000
39'	BRISTOL yawl, '69	45,000
40'	CHEOY LEE yawl, '67	70,000
42'	STEEL cutter, '87	135,000
42'	TAYANA cutter, '83	135,000
43'	GARDEN ketch, '77	134,000
44'	PERRY Norseman ctr, '81	175,000
44'	CSY cutter, '78	110,000
45'	EXPLORER cutter, '79	105,000
45'	PORPOISE ketch, '70	80,000
47'	PERRY cutter, '81	124,000
55'	STEEL (German) cutter, '88	189,000
60'	GAFF cutter, 1911	95,000
76'	BALT. CLIPPER schr, '74	170,000

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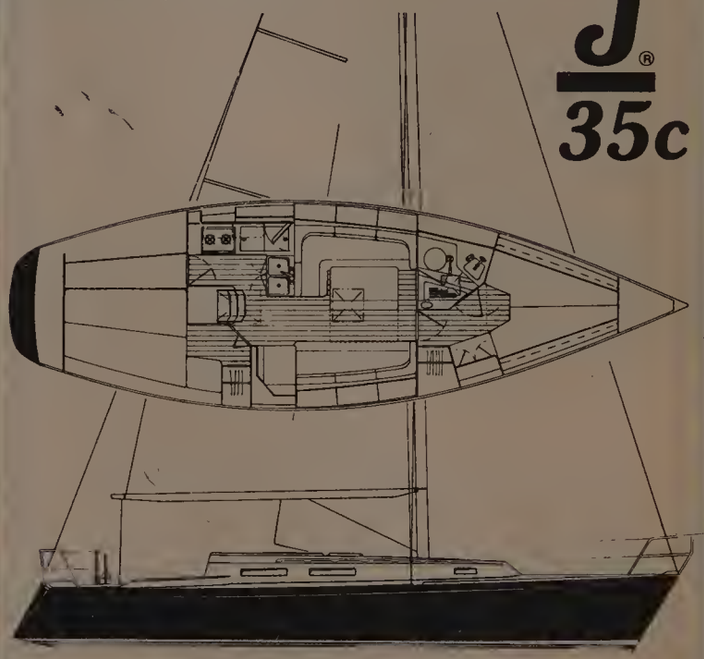

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17' CARAVELLE, '75	1,400	800
22' SEARAY, '79	8,500	2,000
28' BAYLINER, '87	30,000	
39' SEARAY, '89	130,000	
SAILBOATS		
35' ERICSON, '73	31,000	16,500
50' STEPHENS, '62	90,000	

BROKERAGE SPECIALS

SAIL

J-24 (4)	from 10,500
24' Captiva, '86	12,000
25' Santana, '81	8,500
26' Ranger, '73	9,000
26' Ranger, '71	11,950
27' Catalina (2)	from 9,850
27' Ericson, '74	15,900
J-29 '83-'84	3 from 27,500
29' Ranger, '73	17,500
30' O'Day, '81	35,000
30' Coronado, '70	20,000
J-35 (2)	from 68,500
35' Coronado	35,000
36' Islander, '76	59,000
37' O'Day, '80	55,000
42' Beneteau, '84	141,000
46' Formosa, '80	110,000
50' Force, '74	125,000

POWER

44' Marine Trader, '77	85,000

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CHANGES IN LATITUDE:

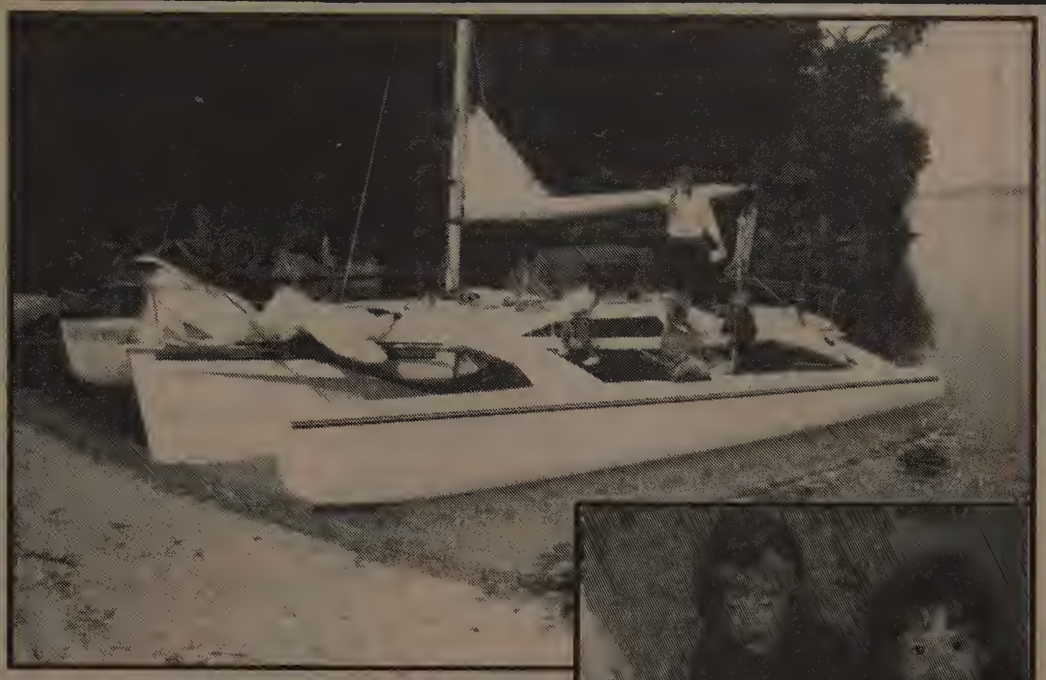
The F-27 Adventure Continues

We beached the boot in o quiet, uncrowded cove. White sand beoch, large stands of trees . . . o virtuol porodise. The kids were itching to get oshore to ploy and explore.

In three days af soiling we sow only one other boot . . . o sunfish near shore.

Where con such o parodise be? Not thousands of miles owoy – Try Tomoles Boy, 45 minutes by cor and boat troiler from San Francisco Bay.

Because the **F-27** is traileroble, you con go cruising wherever you wont. The **F-27** offers super high performance and exciting sailing for the whole family. The **F-27** soils neorly level ond hos o roomy cruising interior, so she mokes o greot fomily sailboot. Copoble af reaching 25+ knots, the **F-27** con outsoil much lorger boots. (The **F-27**'s cruising speed on the highway is obout 55+ mph.) Set-up time is obout 20 minutes – from trailer to soil'er.



*The **F-27**.*
At 2600 lbs. it can be towed by the average car.

All this and a roomy aft cabin too!

Strangly engineered, the **F-27** is mode of state-af-the-art moterials. Both the Atlantic and the Pocific Oceons have been crossed by owner-soiled **F-27**s. Yet at 2600 pounds, the **F-27** con be towed by on overage size vehicle. Drowing only 14 inches of woter with the centerbaord up, the **F-27** can go where no other soilboat would dore! And, as we demonstrote in the photo, the **F-27** can be pulled right up on the beoch . . .

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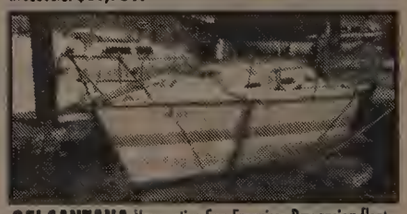
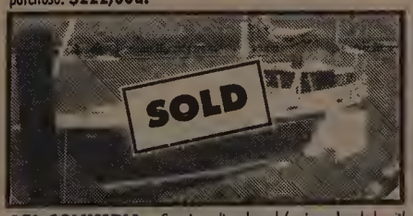
TASWELL 43. Come see the new standard of excellence for offshore passage-making at our docks – the Taswell 43. The Taswell 43 offers the experienced yachtsman a rugged offshore cruising yacht of exceptional performance and sumptuous accomodations. If you want to do it right, come by and see the Taswell 43 or consider the Taswell 49 and 56.

30' S-2 Center cockpit, aft cabin fun family cruiser or comfortable liveaboard. **$39,750.**

TASWELL 43 '89. Essentially new & extensively equipped. Change in plans requires sale. Owner will consider lease option to purchase. **$222,000.**



35' SANTANA Very active San Francisco Bay racing fleet. Owner must sell. One of the sharpest boats available. **$49,000 – Owner Must Sell.**



45' COLUMBIA Spacious liveaboard/cruiser. Loaded with extras.. An opportunity at $59,500.

BROKERAGE LISTINGS

• 21' FREEDOM w/trlr		9,900
• 21' FREEDOM		8,900
• 24' CAL, '69		5,400
• 25' US w/trailer	*SOLD*	7,999
• 27' C&C MK IV		29,000
• 28' ALBIN		27,000
• 28' H-28		6,900
• 29' CASCADE, '65		12,900
30' HUNTER, sharp!		27,950
30' ISLANDER		22,500
30' PEARSON		29,500
• 30' TARTAN		27,000
31' PEARSON '78		29,500
32' FREEDOM		77,000
32' ERICSON		34,000
32' GULF PILOTHOUSE		56,000
35' SANTANA		45,000
• 36' ALBERG		39,900
39' FAIRWEATHER, '88		130,000
39' FREYA, '78		79,500
• 40' NORSEMAN		179,000
• 40' PEARSON	*SOLD*	69,000
• 41' FREEPORT		99,000
• 416 COOPER		79,000
42' PEARSON, '82		125,000
• 43' TASWELL		222,000
44' PETERSON aft cabin		110,000
• 48' MAPLELEAF	SOLD	98,000/BO
63' CUSTOM KETCH, '79		195,000
60' "ANA MARIA"		95,000
104' SCHOONER RV		1,200,000

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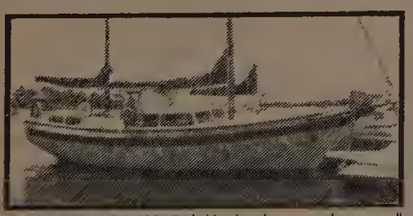
COOPER 416 Canadian blt. Big, rigged, well built. P/H design features inside steering, fore & aft dbl staterms, tub/shower **$79,000**



FREEPORT 41 '82. Probably the cleanest and most well equipped on the Bay. $99,000.

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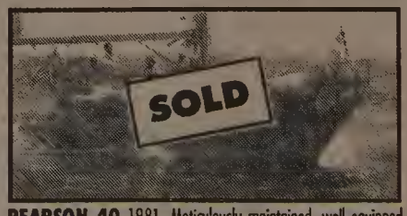

PEARSON 40 1981. Meticulously maintained, well equipped, dodger, cruising spinnaker, autopilot, furler, autopilot. **$69,000.**

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20' FLICKA ..(2) From	17,900	30' ISLANDER ..... '77	19,950	32' WEATHERLY ... '83	64,500	35' FANTASIA ..... (2)	65,000	37' CREALOCK ..... (2)	145,500
24' DANA ..... '85	58,500	30' ERICSON ..... '83	42,000	32' ERICSON ..... '74	29,500	36' ROBERTS ..... '80	29,500	38' PEARSON 385 '84	110,000
27' ORION ..... '81	41,950	30' ERICSON . 30+ (2)	39,950	32' FREEDOM ..... '87	77,950	36' FREEDOM ..... (2)	109,500	39' CAL ..... '79	79,000
28' ISLANDER ..... '77	22,950	30' CORONADO ... '73	17,500	33' PEARSON (10M)'77	39,900	36' HUNTER ..... '80	44,750	39 ODAY ..... '83	69,500
28' ERICSON 28+ '77	17,950	31' PEARSON ..... '79	32,000	34' ERICSON ..... '88	77,777	36' MORGAN ..... '74	49,495	46' LIBERTY 458 .. (3)	260,000
29' ERICSON ..... (2)	19,950	32' WESTSAIL ..... '75	68,500	35' C&C LANDFALL'82	75,000	37' O"DAY ..... '80	53,000	48' TACHIAO BROS'77	169000
29' COLUMBIA 8.7 '78	19,950	32' ERICSON ..... (3)	76,950					50' SANTA CRUZ .. '82	165,000

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CALENDAR

Nonrace

July 1 — All American Fourth of July Barbecue. Fun on the beach. Half Moon Bay YC. Kim Villegan, 728-7919.

July 4 — Catalina 27 Fleet Raft-Up at Ayala Cove, Angel Island. Other sizes of Catalina yachts also invited. Ernie Dickson, 376-4590.

July 6, 1747 — John Paul Jones, often called "The Father of the American Navy", was born in Kirkcubrightshire, Scotland. Young JP — as he was known to his friends — went to sea at age 12, soon rising to command of several ships. Accused twice (in unrelated incidents) of murdering a crewmember, our hero fled to America, where he added Jones to his name, presumably to hide his identity. The American Revolution gave the newly named John Paul Jones the chance to do what he did best — plunder and pillage on the high seas. The highlight of his controversial career came in the North Sea during September, 1779, when he miraculously captured the British *Serapis* with his inferior *Bonhomme Richard*. Better known than the ferocious battle was his feisty up-yours response to the British demand for his surrender: "I have not yet begun to fight!"

July 8 — "Sailing in the Fiji Islands", a free slide presentation by Ronna Nelson. Discussion and refreshments follow. 2 p.m. at Club Nautique in Alameda. Club Nautique, 865-4700.

July 8-13 — Laser Symposium at Tinsley Island. Patrick Andreasen, 347-0259.

July 12 — Hans Christian Owner's Association Meeting. Ron Romaine will be the guest speaker; Encinal YC; 1930 hours; Keith Holmes, 522-3083 or 657-8200.

July 14 — "Chartering in Australia's Whitsunday Islands", a free slide show and discussion by Anne and Anthony Sandberg. This will be the first planning meeting for an Olympic Circle Sailing Club "flotilla charter" to this fabulous cruising ground in May of 1991. Open to the public; 7-9 p.m. at OCSC (Berkeley Marina), 843-4200.

July 14-15 — Ericson 27 Fleet Cruise to McNears Beach. Ervin Dean, 494-0347.

July 15 — Marine Swap & Flea Market. Sponsored by the Blue Gavel Association ("yachting's most exclusive fraternity"); held at Oxbow Marina (somewhere in the Delta) between 1000-1500. Jim Pierce, (916) 369-2727.

July 21 — Fourth Annual Marine Flea Market in parking lot of Brisbane Marina. Sponsored by Sierra Point YC. For more info, call 871-6841.

August 11 — 18th Annual Concours d'Elegance on Lake Tahoe. Over 100 classic woodies will be exhibited at the Tahoe Boat Company in Tahoe City. Also on display will be antique cars and antique outboard engines. Info, (916) 581-4700 or (916) 329-9084.

August 12 — San Francisco Ziploc Ultimate on WTBS: an hour long TV show on the recent Crissy Field dash for cash. Scheduled for 8:30 p.m. on WTBS. Liable to knock *The Simpsons*, also on at 8:30, down a few pegs in the weekly ratings sweepstakes("No way, dude," claims Bart).

August 18-19 — Metal Boat Society's Third Annual Festival in Oak Harbor, Washington. Tanya Braumiller, (206) 597-6545.

Racing

June 30-July 1 — San Francisco Perpetual Challenge Cup. Dueling Six Meters: Saint Francis YC will pit their World Champion *St. Francis IX* against California YC's *The Bear*. John Kostecki will steer for StFYC; Bengt Hellsten will steer for Cal. Smart money's on the home team. StFYC, 563-6363.

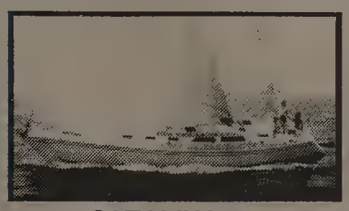
June 30-July 1 — Knox Course racing for HDA and IMRDA. Sponsored by San Francisco YC. YRA, 771-9500.

June 30-July 1 — Stockton Sailing Club Summer Regatta & Party. Everyone's welcome: why not combine some "swamp racing" with your annual Delta cruise? Pat Brown, (209) 838-3285.

June 30-July 7 — Tahoe Sail Week: Area G Multihull

Catalina Yachts
THE SAILOR'S CHOICE

It's been a tremendous spring working with so many good customers. We have helped many buyers find the right boat and would like to thank all, especially those who travelled great distances to work with O'Neill Yachts. If you are selling let us know – We have many more customers looking for the right boat. And if you're buying get in touch, we'll find just what you're looking for.



CATALINA 42

Limited charter placement opportunity – We have room in Northern California's most beautiful sailing area, Santa Cruz, for a Catalina 42 in a charter fleet. Generous owner usage and charter income advantages provides you with the best of both worlds. Call now!

SAIL

Cal 22, '88 w/trailer $9,500
Ranger 23, w/trlr, spinn & equip $9,200
Moore 24 SC $14,500
Ericson 25, like new, full boat cvr . $11,000
Cal 2-25, '80, inboard diesel $16,500
Olson 25, Santa Cruz built $16,900
Ultralight "3rd Reef" $16,995
Cal 2-29, diesel, epoxy bottom ..... SOLD
Cal 2-29, tabernacle, diesel ..... SOLD
Cal 31, '79, bristol condition ..... SOLD
Cal 33, sailed twice $79,500
Cal 34, tabernacle, wheel, diesel .. $29,900
Coronado 35, great liveaboard $27,500
Yorktown 35 ..... $27,500
Cal 39, '82 ..... $79,500
Cheoy Lee 48, '82, great buy! $129,500

POWER

Wellcraft 25, '87, twin sea drives+ $34,750
Monterey Bay 30, '88, balsa core . $59,500
Bayliner 32, '88, twin dsls/80 hrs .. $75,000

SAIL

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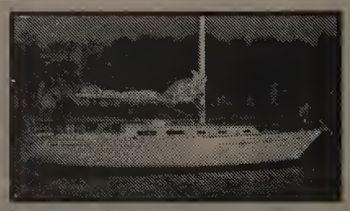

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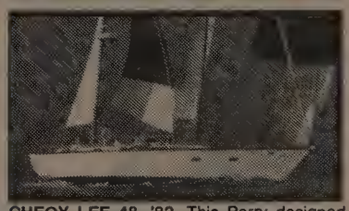

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CALENDAR

Championship, Independence Regatta, Intergalactic Beer Can Race, Firecracker Laser Race, Ladies Day races and the TransTahoe. Windjammer YC, (916) 542-1550, or Steve Katzman, (916) 577-7715.

July 2-6 — West Marine Pacific Cup staggered starts: 5 divisions, 52 boats; $30,000 in merchandise as prizes; truly the "fun race to Hawaii". Mary Lovely, 359-8528, or Pauline Halajian, (408) 476-6928.

July 4-8 — Ziploc Ultimate Yacht Race in Corpus Christi. (817) 877-3829.

July 6-8 — Etchells 22 California State Championship. Newport Harbor YC, (714) 673-7730.

July 7 — Midnight Moonlight Maritime Marathon. San Francisco YC's annual night race up to Vallejo and back, featuring adverse currents but a full moon. Reverse handicap starts beginning at 1630. SFYC clubhouse open all night for coffee, snacks and sea stories. Bob Christensen, 456-1958.

July 7 — 23rd Trans-Tahoe Sailing Regatta, the "grand finale" to Tahoe Sail Week. Tahoe YC (Homewood) hosts this 30 mile distance race; Pusser's Rum is the sponsor. Approximately 100 boats will race in 5 divisions. John Utter, 702-786-2255.

July 7-8 — Andreas Cove YC's Island to Island Race. From the confluence of Sevenmile Slough and the San Joaquin River to Angel Island and back. Open to boats with PHRF ratings between 72-275. Joe Gluvers, (916) 991-0396.

July 7-8 — Catalina Race starts: July 7 for non-spinnaker boats, July 8 for the balance of the fleet. Tom or Lynn Sparks, 351-6888.

July 7-8 — West Wight Potter Nationals at Encinal YC. Candy Hogan, 798-3283 (evenings).

July 7-8 — Sears, Bemis and Smythe Regional Qualifiers. Richmond YC, 237-2821.

July 7-8 — 37th High Sierra Regatta (Weekend #1). Eleven classes of dinghies will compete at beautiful Huntington Lake. Fresno YC, (209) 435-9465.

July 8-13 — Audi *Yachting* Race Week at Whidbey Island. Five races held out of Oak Harbor YC; one of the biggest and best regattas in the Northwest. Bill Bradshaw, (206) 624-7756.

July 9-10 — Capri 22 Western Nationals at Huntington Lake. Cathy Sweet, (916) 852-0142.

July 14 — Chispa (Lasers) and Youth Regatta (two age divisions for El Toros). Part of the annual PICYA Championships. Richmond YC, 237-2821.

July 14 — San Leandro Invitational Regatta for the Centennial Perpetual Trophy. 1200 start of San Leandro YC. Michael Dixon, 635-5878.

July 14-15 — USYRU Adams and Mallory Cup semi-finals at SFYC. Women will compete in Santana 22s; men in Ranger 23s. Finals for both championships on September 18-22. Anne or Hal McCormack, 892-7177.

July 14-15 — J Fest West. Two days of short course racing on the Estuary for J/24s, J/29s, J/30s and J/35s. Swimming, barbecuing and J-talking afterwards at Encinal YC. Co-hosted by EYC and Diablo SC; sponsored by J/Boats. John Gulliford, 463-1270, or Don Trask, 523-8500.

July 14-15 — Sixth Annual Passport Regatta and Rendezvous. San Francisco Bay. For details, contact Bill Schmidt, 435-3172.

July 14-15 — 37th High Sierra Regatta (Weekend #2). For 12 classes of boats from 15 to 25 feet, including the Santana 22 Nationals. Fresno YC, (209) 435-9465.

July 14-21 — Rolex Swan World Cup. Porto Cervo, Sardinia. Where the beautiful people will be.

July 17-21 — Olson 30 Nationals. King Harbor YC (Redondo Beach). Mark Folkman, (213) 370-5851.

July 20-22 — Laser Nationals. Richmond YC, 237-2821.

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36' CS SLOOP	69,500
36' ISLANDER	50,000
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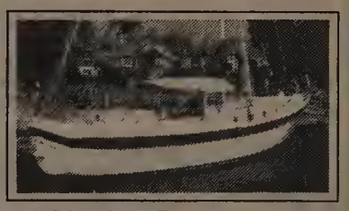

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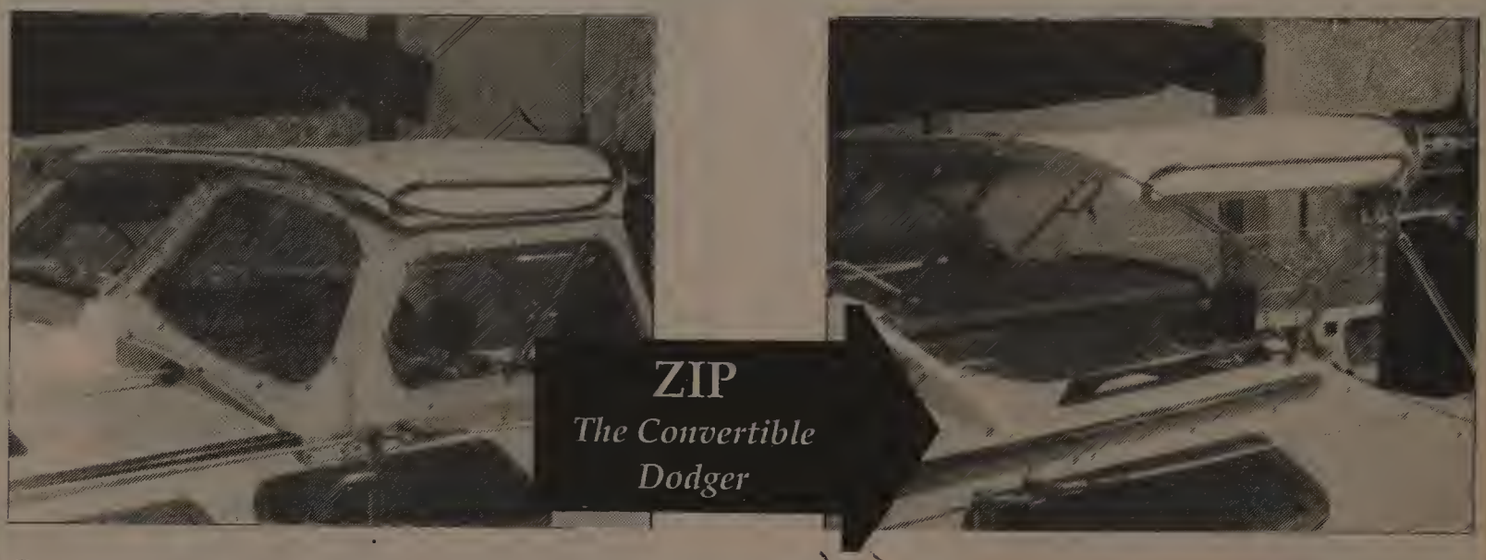

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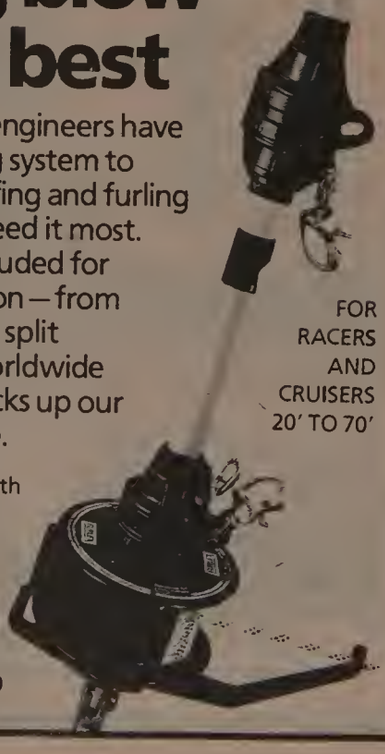

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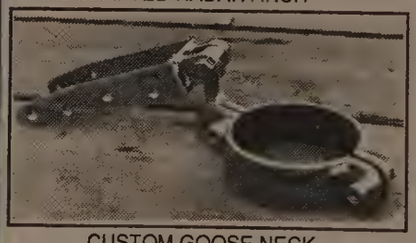
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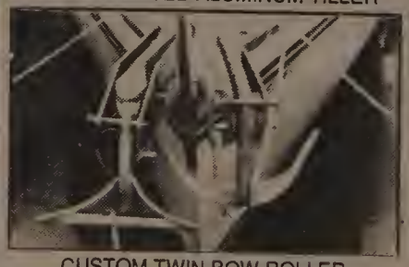
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CALENDAR

July 21 — Leon's Hot Links Slugfest: the Hans Christian 38s and the Tayana 37s will battle it out on the Central Bay for 'top dog' honors. Sponsored by Leon's Barbecue Sauces and Hot Link Sausages of San Francisco. Brooks Townes, 331-5916.

July 21-22 — Silver Eagle Long Distance Race. Island YC's familiar 80-mile jaunt around the Bay has been modified this year: due to a 4.5-knot flood, the weather mark will be Blackaller Buoy instead of Bonita. Ray or Marcine Osborn, 537-4548.

July 22 — Fire/Sail Challenge Cup. Santa Clara, San Jose, Stockton and any other interested fire departments will race J/24s at Stockton Sailing Club to determine who's the hottest of the hosers. Pat Brown, (209) 838-3285.

July 28 — SSS South Beach Race (formerly the Low Budget Race). Skipper's meeting on July 25 at MYCO (7 p.m.). Robby Robinson, 388-6167.

July 28 — Sixth Annual Plastic Classic Regatta and Concours D'Elegance. Hosted by the Islander Bahama Regatta and the Bay View Boat Club (489 China Basin Street); 10 a.m. to dusk. The yearly get together for '60s vintage fiberglass racer/cruisers. John Super, 695-1900.

July 28 — South Bay Series #5. Sequoia YC will host. Ed Rank, 462-6315.

July 28 — Mayors Cup. Open to all residents of Sausalito, this low-key (and free) race is followed by dinner at host Sausalito Cruising Club with the new mayor of Sausalito, Annette Rose. SCC, 332-9349.

July 28 — Second Annual Gracie and George Regatta. A doublehanded event (female skipper/male crew) starting in Emeryville; non-spinnaker until the Estuary, then a "chute-out" to the finish at Encinal YC. Shirley Temming, 521-0966.

July 28-29 — NCYSA/Full Circle Symposium and Regatta. Sponsored by the Northern California Youth Sailing Association and SFYC, CYC and SYC. Patrick Andreasen, 347-0259.

July 28-29 — PICYA Championships. Interclub racing for the Big Lipton (IMS over 33 feet); Larry Knight (PHRF 96-150) and Little Lipton (J/24s) trophies. Hosted by St. Francis. YRA, 771-9500.

August 3 — Santa Barbara to King Harbor Race. An 81-mile downwind jaunt between two fun places. Co-sponsored by SBYC (805-965-8112) and King Harbor YC (213-376-2459).

LATITUDE/ROB

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August 8-11 — Santa Cruz 27 Nationals in Santa Cruz. Fast is fun! Gary Evans, (415) 659-1700 (days).

August 11 — Hawkfarm Nationals in the South Bay. Encinal YC, 522-3272.

August 19 — Day on Monterey Bay Regatta. A benefit race for the United Way of Santa Cruz County. (408) 688-2082.

Beer Can Series

BENICIA YC — Thursday Night Series. Through September; starts at 1800 near marina entrance. Linda York, (707) 745-2744.

CORINTHIAN YC — 16th Annual Friday Night Series. Every Friday through 9/7. 1800 start. Fred Borgman, 435-2777.

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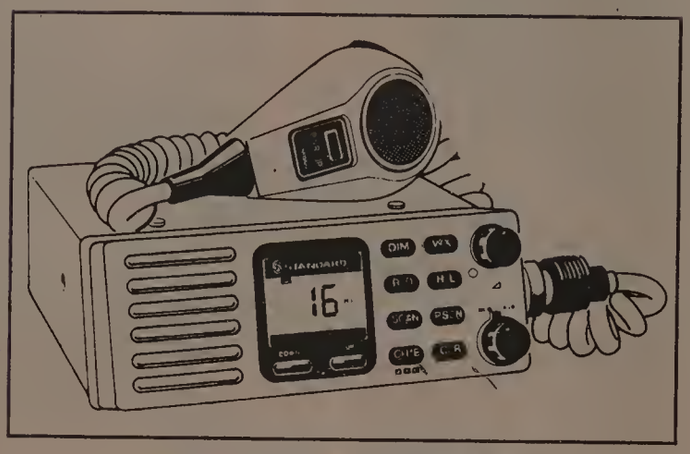

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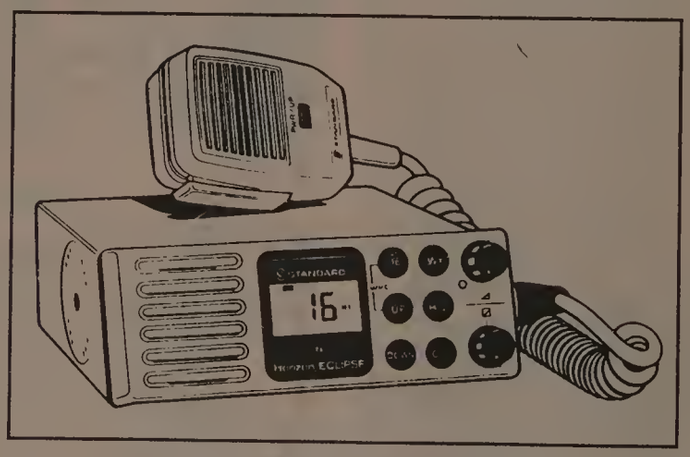

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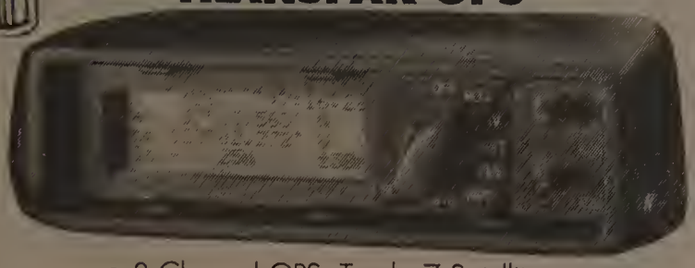

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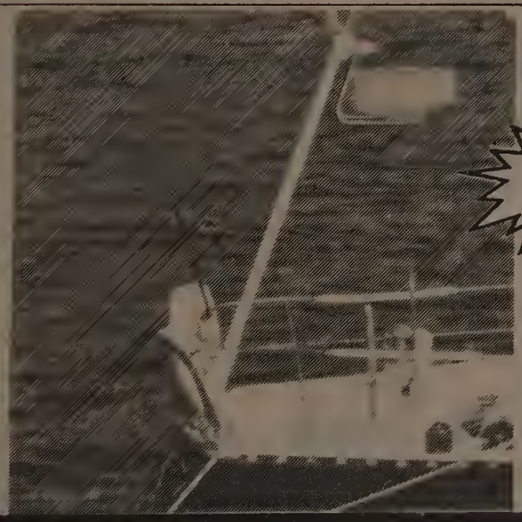

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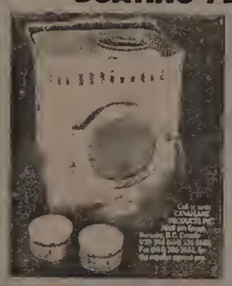

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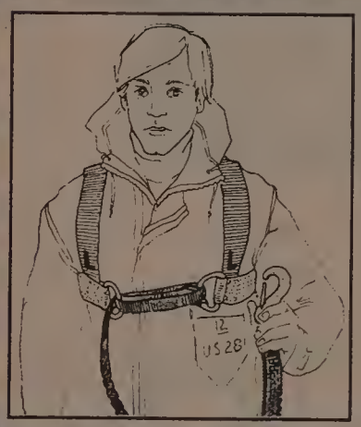

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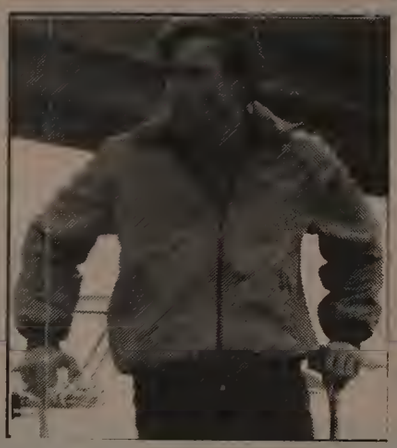

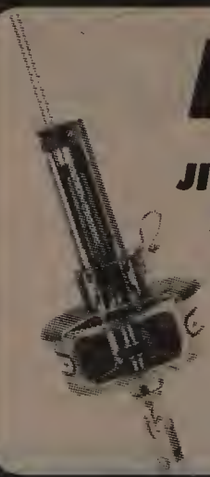

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CALENDAR

COYOTE POINT YC — Beer Can Races: every Wednesday night until 9/26. Rabbit starts at 1900. Ruth Lee, 342-1571.

ENCINAL YC — Summer Series: 7/27, 8/10, 8/24, 9/14, 9/28. Alternates with IYC's Friday nighters; 1830 start in the Estuary. Al Burrow, 522-6462.

GOLDEN GATE YC — Series II: 8/3, 8/17, 8/31, 9/14. Starts at 1830. GGYC, 346-BOAT.

ISLAND YC — Summer Series: 8/3, 8/17, 9/7, 9/21, 10/5. Alternates every Friday with Encinal YC's series; 1830 in the Estuary. Larry Arnold, 895-5192.

OYSTER COVE — 25 Tuesday night races through 9/4. Starts at 1800; open to all. Dick Timothy, 952-5540.

RICHMOND YC — Wednesday Night Beer Can Series. Second Half: 8/1, 8/15, 9/5, 9/19. All boats invited (PHRF, woodies, dinghies, etc.); 1750 start outside RYC breakwater. RYC, 237-2821, or Harris Lavine, 237-6180.

SIERRA POINT YC — Friday Night Beer Can Series: 7/6, 8/3, 9/7, 10/5. Starts at 6:30 p.m. off the yacht club. Steve Sears, (408) 725-1866.

SOUTH BEACH YC — Second half: 7/20, 7/27, 8/3, 8/17. Starts at 7 p.m. off South Beach Marina. Scott Selover, 369-0851.

SAUSALITO CRUISING CLUB — Late Series: 7/20, 7/27, 8/3, 8/10, 8/17, 8/24, 8/31. Starts off Sausalito Channel Buoy #2. Robert Kowolik, 459-4807.

SAUSALITO YC — Summer Series: 7/31, 8/14, 8/28, 9/11, 9/25. Warning signal at 1820 off Little Harding Buoy. Penny Dudley, 332-7400.

STOCKTON SAILING CLUB — Sunset Series: Wednesday nights, June 20 through August 29. Everyone welcome. Pat Brown, (209) 838-3285.

Please send your calendar items ***by the 10th of the month*** *to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Or, if the U.S. postal service is too slow for you, FAX it to us at (415) 383-5816. Send early, send often, but only one announcement per page and please, no phone-ins. Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.*

July Weekend Currents

date/day	slack	max	slack	max
6/30/Sat	0256	0544/1.9F	0830	1051/1.9E
	1433	1736/2.2F	2037	2342/3.0E
7/01/Sun	0359	0659/2.1F	0948	1200/1.4E
	1532	1832/2.0F	2123	
7/04/Wed		0223/3.9E	0632	0945/3.1F
	1254	1511/1.3E	1810	2058/2.0F
	2338			
7/07/Sat	0059	0422/4.7E	0828	1136/3.6F
	1453	1657/1.9E	2004	2251/2.5F
7/08/Sun	0137	0501/4.9E	0902	1205/3.7F
	1528	1733/2.1E	2040	2331/2.5F
7/14/Sat	0047	0331/2.2F	0627	0922/3.0E
	1229	1547/2.9F	1856	2203/3.6E
7/15/Sun	0156	0440/2.2F	0749	1021/2.3E
	1320	1640/2.6F	1942	2259/3.9E
7/21/Sat	0030	0356/5.7E	0756	1105/4.5F
	1422	1640/2.4E	1941	2235/3.3F
7/22/Sun	0123	0445/5.7E	0841	1146/4.5F
	1503	1726/2.7E	2031	2326/3.4F
7/28/Sat	0101	0342/2.1F	0646	0915/2.3E
	1244	1542/2.3F	1850	2149/3.1E
7/29/Sun	0206	0451/1.9F	0758	1007/1.6E
	1335	1633/1.9F	1936	2243/3.1E

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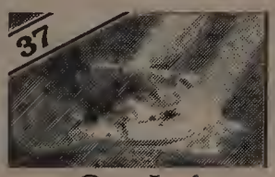

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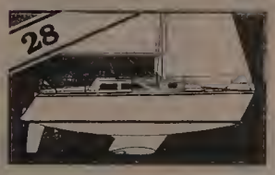

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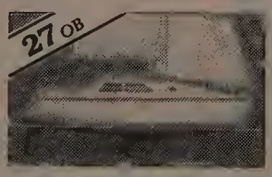

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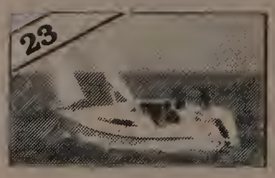

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LETTERS

⇓⇑THE LAW ACCORDING TO TOM CLANCY

I don't bother to pick up your rag any more, but what do you think of the America's Cup now, you dickheads? Maybe if you read more carefully, those Tom Clancy novels would have taught you law as well as naval strategy.

Stick to sailing.

Bob Schelle
Seattle

Bob — We now think, as we always thought, that you don't need a Tom Clancy novel or a Supreme Court judge to tell what's sporting and what isn't. Like Jiminy Cricket said, "Let your conscience be your guide."

We also think that we don't take the America's Cup quite as seriously as you do.

⇓⇑RELATING TO THE WHOLE PICTURE

I enjoyed reading *Latitude 38's* June article on the Colin Archer Memorial Race. As a participant in this race for the past seven years, I thought you might be interested in 'the other side of the story'.

First of all, my congratulations to Gordie Nash and *Fairhaven*. He sailed a good race in a unique boat. He was first-to-finish his Division I course of 17 miles, for which the race committee awarded him the Perpetual Trophy.

But I believe the record will show that the boat which really was the first-to-finish was *Aurora*, an Alajuela 38 owned and sailed by John Walsh of the Tiburon YC. (Incidentally, John, who is a dentist, spent nearly all of 1976 completing his boat from a bare hull.)

As to the race itself, yes, there were six divisions. Division I, with six of the smaller boats, was given a 17-mile course. The rest of the fleet, 41 other boats that constituted most of the competition (divisions II-VI) sailed a 20.2 mile course and, naturally, started later.

This was the first year that there was more than a single course. Had the race committee chosen to recognize this difference, *Aurora* would have been the winner of the Perpetual Trophy — just as she had been in 1989, 1988 and in two other Colin Archer Memorial Regattas. In fact, *Aurora* has finished first in her division every time she has participated in this race; not too shabby for a 14-year old boat and a crew of old pharts.

I have been a member of the crew for each one of the races and we have always gone out to have a good time and do our best. We chose not to make a big deal out of the race committee's decision to award the perpetual to *Fairhaven* because it wasn't the America's Cup, because in local yachting circles the race doesn't make too much difference and because it's soon forgotten. However, for all of us crew who feel the sore muscles and see the bruises a couple of days after a race in testy conditions, it's nice to be able to relate the whole picture.

Herm Zelles
Tiburon

Herm — The Colin Archer is certainly not the first race in which an 'overall winner' has been less than crystal clear. We're certainly glad, however, that you took the time to explain the confusing circumstances. Our congratulations to John Walsh and all his crew for the fine Colin Archer performances over the years — and for the cool handling of the situation.

⇓⇑READ EVERYWHERE?

My best friend Jim and I have been long time readers of *Latitude* — so long that we used to get copies from Johnson & Joseph back in the late '70s. I even bought my Catalina 30 through a *Classy Classified* in 1981.

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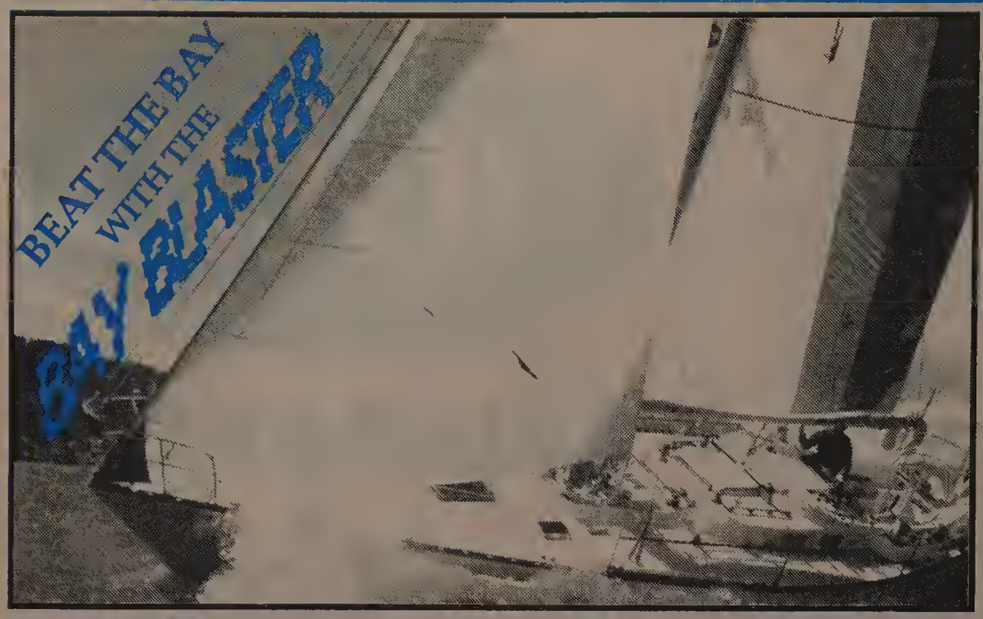

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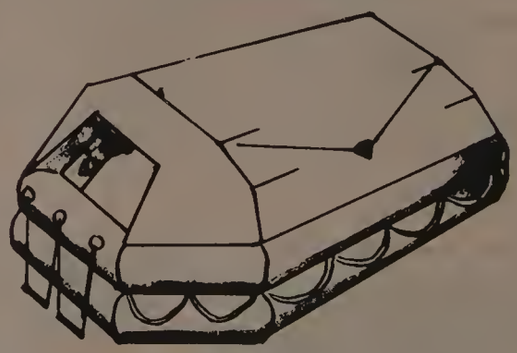

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LETTERS

Jim and I have read *Latitude* everywhere, just as many of your readers have read it 'round the world. So it was only appropriate that just before Jim's December wedding in Atlanta, as we prepared for the ceremony and remembered the countless wonderful days sailing on the Bay, that we stop to share a few beers — and the latest issue of *Latitude*!

'Latitude' amigos.

Congratulations, Jim and Claudine. And congratulations to *Latitude* on a great magazine.

Hank Delevati
South Beach Harbor

Hank — How kind of you — unless, of course, Jim made the mistake of pulling it out on his wedding night.

⇓⇑INTERESTING WAY TO GET THE NEWS

We gave *Expectation*, our Peterson 44, a year's vacation. She's in Fort Lauderdale cooling her heels while we are in Puerto Vallarta building four beachfront homes.

About a month or so ago I went down to the Puerto Vallarta marina to borrow someone's tide tables and ended up getting them from the parents of the girlfriend of the publisher of *Latitude 38*. They eagerly went through the only copy of *Latitude* I had brought along, wanting to see if their daughter was still in your charterboat ad. I was told that if her picture continues to appear in your ad, she and the publisher are still 'together'. It's an interesting way of keeping up with the news.

This week we got a letter from Mike Starbuck. I'm sure you and many readers remember Mike; he's the guy with the island near Portobello who got in trouble with the Panamanians and who we spent a lot of time trying to get out of jail. Or at least into a jail that was fit for human habitation. I think you know that Mike got out of jail, but didn't keep his vow to leave Panama. He loved Playa Blanca too much. He's been there for the last year, greeting cruisers as always.

Anyway, Mike took a trip to the Philippines where he met a lady by the named of Sandra. In two month's time, Mike celebrated his 50th birthday, married Sandra, and she became pregnant! They are back in Playa Blanca where they expecting the baby in December. Mike says he's seen a lot of cruising boats this year, and still enjoys them dropping by his bay.

Nick Coates
Aspen, Colorado

Nick — We're not sure who you ran into down in Puerto Vallarta, but it certainly wasn't the parents of the woman who appears in our charter ads — both of them live on the other side of the globe and have never been to Mexico. It's a great story, though.

We're glad to hear that things are well with former Marina del Rey resident Mike Starbuck. With any luck, we hope to be paying him a visit early next May.

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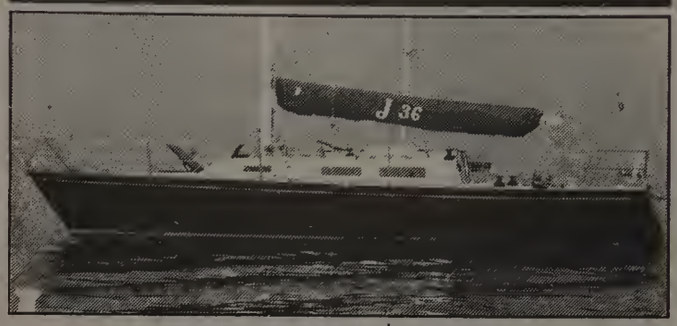

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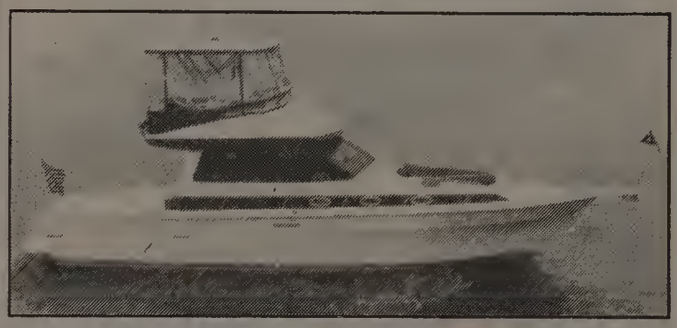

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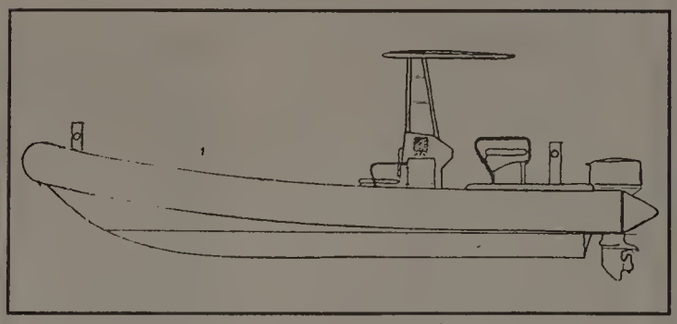

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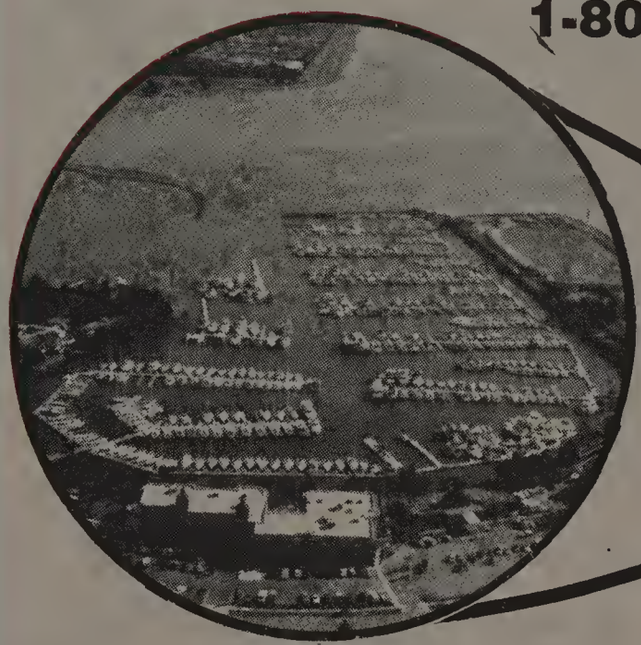

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LETTERS

⇓⇑KEEP THE CATALINA RACE FOR THE RACERS

In an apparent fit of star-struck lunacy, the Metro YC of Oakland is rumored to be planning to move the Catalina Race finish line from the north end of the island to Avalon. Race veterans know this could potentially add a day's worth of light-air to no-air sailing at the end of a 385-mile race.

As it is, the Catalina finish can be a real heartbreaker. In 1988 we spent an entire night drifting within 200 yards of the finish line. Last year some crews got so fed up they took DNFs even though they were just 25 miles from the finish.

The justification for this planned extra dose of cruel and unusual punishment is to allow a promised ESPN television crew easier access to the finish line. MYCO says the television revenues could be used to glitz up the post-race party. However, before we all start powdering our faces, consider how unlikely it is that any television crew will sit for a day and a half waiting for over 100 drooping competitors to cross the finish line. Consider the real possibility that many crews would get so sick and tired of looking at a barren rock of a goat farm that they'd vow never to return.

As it stands right now, the Catalina Race is just about the most fun you can have with your foulies on; just the right blend of thrills with a dash of agony. Let's keep the Catalina Race for the racers and not turn it into another America's Cup.

Mark Sutton
San Francisco

Mark — If ESPN really wants to do an exciting bit on the Catalina Race, they ought to have a camera crew on a helicopter off Point Conception. That, with some shots from the Golden Gate Bridge spliced in, would make a fine presentation. But you're right about Catalina; it can get real still there.

⇓⇑THEY DESERVE THE NAME EVERFAIR

We were enjoying our chilled and blended fresh fruit juice breakfast while anchored at Ha'afeva, Kingdom of Tonga, when "the crash" occurred. Clambering onto the deck of *Spirit*, we saw our relatively new Four Winds II wind generator lying on the foredeck where it had landed, crumpled like some metallic albatross. The autopsy reveled that a nut had backed off from the eye bolt to which the halyard attaches, and which until now had kept 'Dutch' pumping amps for our refrigerator and blender.

It seemed as though our chances of enjoying similar cold drinks in the near future were extremely remote. However, since we'd had successful correspondence with Everfair Enterprises, the manufacturer of the Four Winds, we sent them a fax from Va'vau on April 12. In the fax we explained the situation, including the damage done and what we felt had been the cause of the trouble. The half-inch stainless propshaft to which the fiberglass blades attached had been hopelessly bent, the blades had been 'frayed' around the edges, and we were afraid that the generator itself, which appeared to be all right upon cursory inspection, might have been damaged in the fall.

We also informed Everfair that we had friends leaving San Francisco for Tonga eight days later, and could they back their product quickly enough to send a new unit along with our friends? We did not hear back from Everfair, but San Francisco honeymooners Larry and Abbie Yant arrived at Va'vau on May 2 toting new generator blades and a new steel shaft. It had been sent to them two-day UPS at no cost by Everfair under their five-year warranty!

While some might have argued over the responsibility for "the crash", Everfair did not. They simply solved our problem, no questions asked. And since they now weld the nuts to the eyebolts, the problem will not happen again.

Besides being grateful for such outstanding service, we wholeheartedly recommend the Four Winds unit. It's strong,

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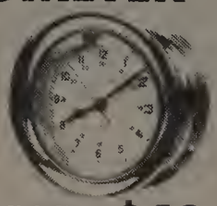

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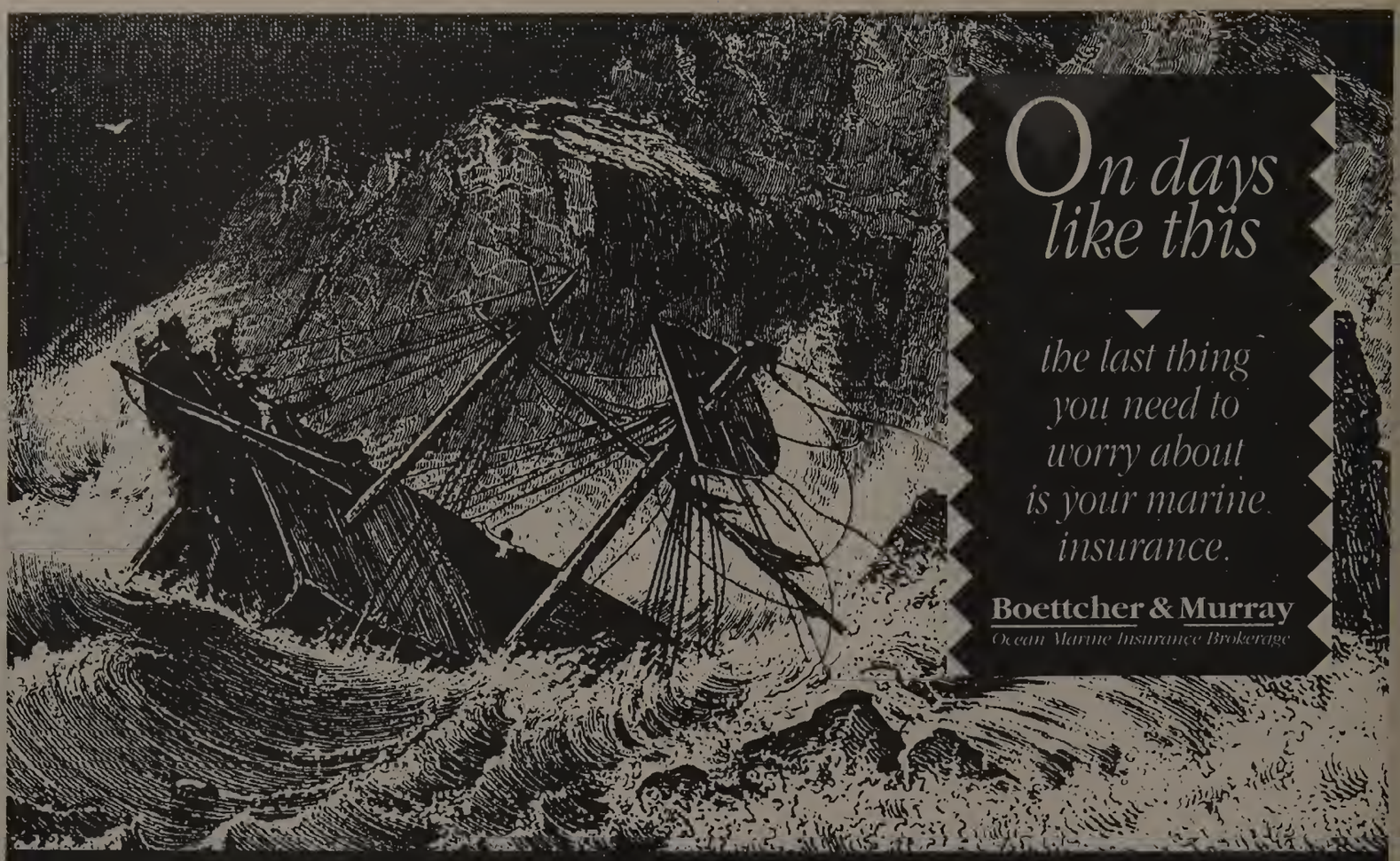

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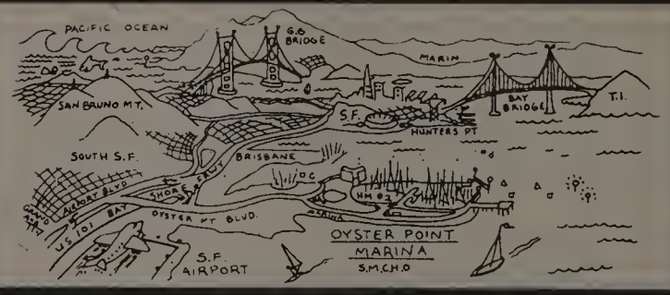

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reliable, quiet and puts out more amps than any equivalent unit we've come across in our 2.5 years of cruising.

Again, many thanks to the 'good guys' at Everfair, a company that truly lives up to its name.

Jerry Williams
Spirit, Neiafu, Kingdom of Tonga

⇓⇑I'LL HAVE TO RESORT TO FABRICATING SUBSTITUTES

Besides Davey Jones' Locker, do you or any of your readers know where I can find South Coast winch handles for a #1 and #2 winch? My year-long search is proving frustrating, and if *Latitude* can't pull this off, I'll have to resort to fabricating substitutes. I'd much prefer to stick with original equipment since my *Jalapeno*, Columbia Contender hull #3, is truly an 'oldy but goody'.

Broc Stenman
Pacific Grove
(408) 373-1152

⇓⇑I FELT I SHOULD DO MY PART

I wanted to comment on two blurbs in the June issue of *Latitude*:

1. The problem Jann Burner will find when attempting to use a Personal Dive Sonar to gauge water depth while standing on the bow is that sonar is designed to send sonic or ultrasonic waves through water — not air! The idea of a crewmember on the bow in water of unknown depth is fine, but the aforementioned crewmember may object to having to hang over the side and hold her hand-held sonar unit underwater to get a depth reading!

2. The *Queen Mary* at one knot does *not* have the same momentum as a Volkswagen going 600 miles an hour; it has the same momentum as a Volkswagen going 123,097 miles an hour! The calculation is very simple: Momentum equals mass times velocity. So the *Queen Mary* at 81,237 long tons (2240 pounds per long ton) multiplied by one knot has the same momentum as a Volkswagen of 1700 pounds (approximately) at X knots. Solving for X yields a Volkswagen velocity of 107,041 knots or 123,097 miles per hour.

I enjoy your rag very much, so I felt I should do my part to add something to it. Keep up the great work — and no wakes in the Oakland Estuary!

Kelly Richard Blythe
Bonnie Kaye (Alameda)
Palo Alto

Kelly — There has to be some mistake in communication here. Jann Burner is a plenty sharp guy who knows a sonar isn't going to operate outside of its designed medium.

⇓⇑JOHN DIDN'T GO 'SCUBA DINING'

In the May 1990 issue you published a letter from my husband John and I. On the lower right corner of page 163 it reads: "John went to dinner". It should have read "John went diving", as in scuba diving. The mistake probably occurred because you had difficulty reading my hand-written letter.

Anyway, there are no restaurants — or any other kind of facilities — on Lady Musgrave Island, the most southerly anchorage in the Great Barrier Reef. In fact, half of the island is reserved for turtles and birds, and is thus off limits. Camping is permitted on the other side of the island if you get a permit ahead of time and bring your own water. If the weather allows it, the M/V *Lady Musgrave* brings passengers out in the morning and returns to Bundaberg in the afternoon.

In case our drought suffering friends in California are wondering where all the water went, look to Australia. According to Club Marine magazine, Lake Eyre is full of water. "As far as records

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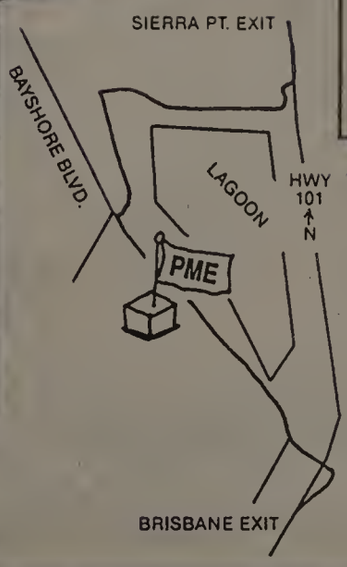

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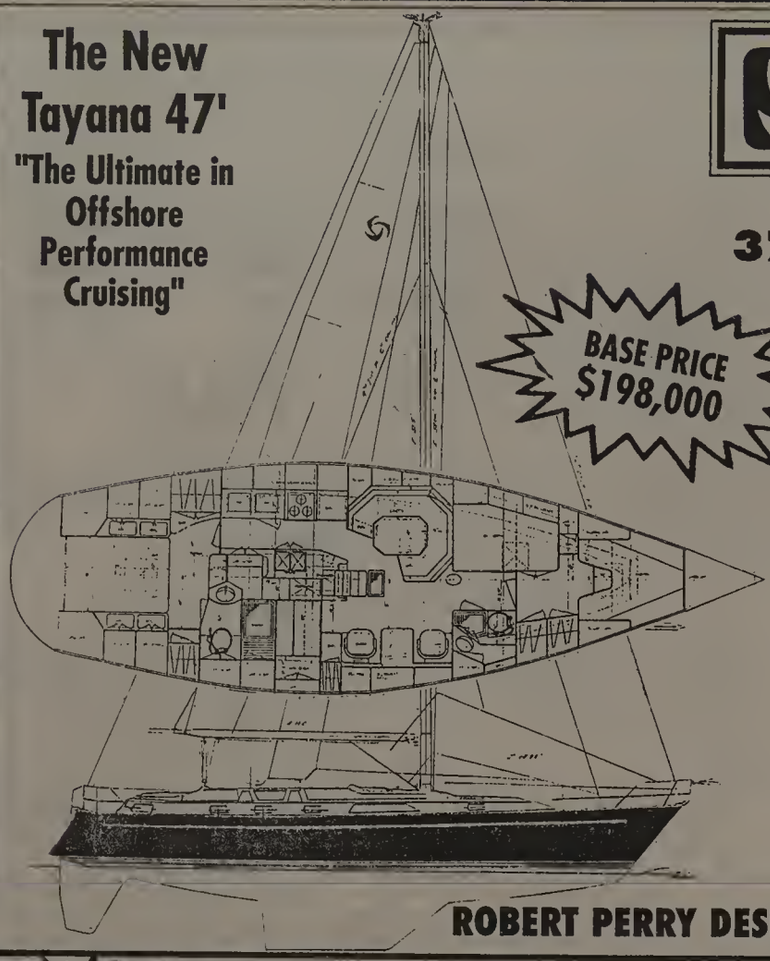

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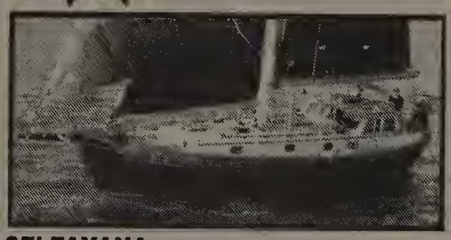

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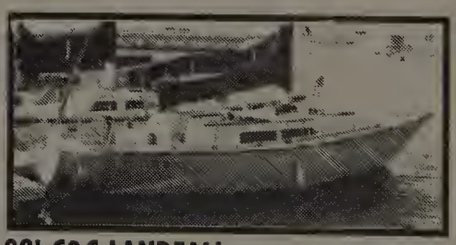

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show, it has only been full three times since the mid-1800s. Normally it's a salt-crusted depression surrounded by treeless expanses of sandhills and parched red earth."

P.S. I'd like to get in touch with Robert Hodierne and Lisa Shepard, authors of the *Sake Run* articles.

Mary Vetromile
Counterpoint, Cal 35
Buddina, Queensland, Australia

Mary — Sorry about the dining/diving error; it was just a case of misreading what you'd written.

Robert and Lisa can be reached at Meiwa Ichome 20-15, Kagoshima-shi, Japan T890. Or, you may telephone them at 0992-82-6503. If you have no luck with those, write Hodierne, 540 N. Prairie H6, Galesburg, Illinois 61401.

⇓⇑GOAT ISLAND GOT 'EM

Four boatloads of intrepid wanderers from the Marina Bay YC in Richmond meandered up to Solano YC at the head of Suisun Slough over Memorial Day Weekend. The kites came out at the end of Richmond Reach and didn't come down until we got to Benicia some 3.5 hours later. When we arrived at Suisun City, we were treated to hospitality unequaled anywhere in the Bay.

Our arrival was not without incident, however. It makes no difference whether you have edition #24, #25 or #26 of NOS chart #18652, they all show 33 feet of water around the western side of Goat Island. But don't make book on it! Inasmuch as we suffered an accidental grounding on the mud at Navy Point when we cut the corner a little too close, we were not anxious to try the eastern side of Goat Island where the chart implies that the depth is shallower than the western passage.

Surprise! Less than a 100 feet into the western channel, we were up to our bilges in mud. We draw five feet; the water should have been about four feet above the MLLW datum at the time. *Tasha*, one of our own, pulled us off. We then proceeded on our way around the eastern side of the island without further incident.

Locals told us that the western side of Goat Island silted in years ago after some commercial outfit starting shoving a barge and tug through the eastern cut. The western side is, apparently, almost awash at low water. In spite of having been reported to the Coasties several times, the changes in depth never made it to the chart.

It took me three phone calls, but I finally found people in Washington who are vitally interested in such information. If the *Latitude* readership is aware of errors in nautical charts that need to be corrected, they can and should be reported to: NOAA/NOS, Source Date Unit - N/CG 2211, 6001 Executive Blvd., Rockville, MD 20852-3806.

Your input might keep someone else off the bottom.

R.A. Winter
Wintertyme
Marina Bay YC, Richmond

⇓⇑MY REPORT ON SAILING IN THE SOUTH CHINA SEA

I had to be in Singapore for three weeks on business, so I started talking to a guy at our plant there who owns the Beneteau 305, *Crusinasia*. When I asked him if he needed any crew during the three weeks I would be in Singapore, he told me about the Rawa Race held each Easter Weekend. The race takes the fleet 100 miles up the Malaysian coast to Rawa, a small resort island. He said he needed an extra hand for the race, which because it was more than a mere daysail, was just fine with me.

When 12 boats started the race on Thursday evening at 8:00 pm, I had to be the only hand imported from Northern California. The sailing was great; we carried the chute in 10 knots of breeze beneath a full moon that made the South China Sea glimmer. The

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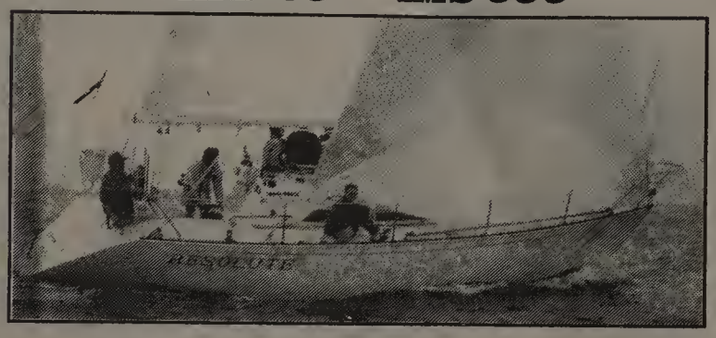

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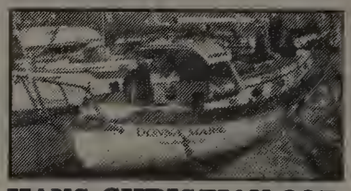

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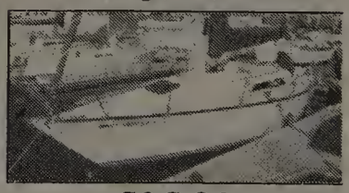

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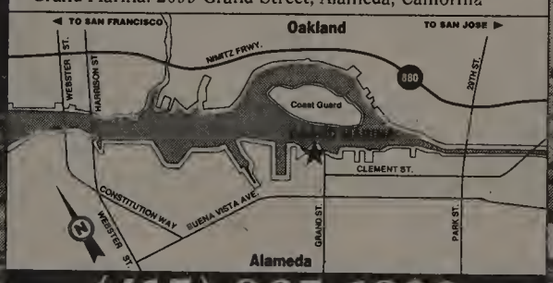
Directions: From Oakland, come through the Webster Tube. Veer left on Constitution Way. Left at Buena Vista. 2 miles to Grand Street. Left at Grand Street. 1/2 mile to Grand Marina. 2099 Grand Street, Alameda, California



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crew wore only shorts and t-shirts — shoes weren't even necessary.

Winds for the race ranged between 0 and 18 knots. The calm conditions lasted from 11 to 1 the next day when we were directly on the Equator. When you're at the Equator there is no shadow from 11 to 1, and without any wind it's HOT! HOT! HOT! That's the only way to describe it: HOT! HOT! HOT!

It took us 20 hours to complete the 100-mile race, which is not a bad time considering the fact we had mostly light and variable winds. Our top speed was a little over 8 knots.

The skipper and crew had a diving holiday planned for the few days after the race, but I had to return to Singapore for work on Monday. No reason to feel sorry for me, because I hitched a ride back on *Cariad*, a 108-foot yacht that had been built in England in 1896! It had come up from Singapore on a charter for the race activities and to party. We had over 50 people on deck on Saturday night; what a party that was!

It's amazing how yachties find each other; I just lucked into being able to crew on a boat for this fun race. The crews on the other boats were all expatriate Aussies, Kiwis, English, Americans and Europeans.

The snorkeling in these waters is great and there are many unspoiled islands and reefs. Most of the vessels you see are fishing boats; there are very, very few sailboats. There are also very few people along the this part of the Malaysian coast; just a few settlements here and there. All in all, it's a very unspoiled area of the world. Well, that's my report on sailing in the South China Sea.

Terry Smith
Campbell

⇓⇑GUESS WHO GETS THE ATTENTION?

The June issue of *Latitude* contained so much good Hawaiian cruising information that I couldn't pass up the opportunity to add a few comments.

Both Dennis Roquet's story, *Hawaii: Cruising Paradise? Or Cruising Hell?*, and *Latitude's* sidebars were the essence of sailing in Hawaii. We do not have many harbors over here, but we do have many bays and coves which locals use for fair weather cruising. They can be rolly, but are usually adequate for short stays. Above all, we have a boating community that welcomes overseas cruisers and the various TransPac racing fleets.

We are really trying to improve the boating environment here in Hawaii, and managed to stir up the legislature a little last spring. For those who aren't familiar with Hawaii's boating program, all harbors are state-run, so it is hard to improve anything without legislative action. We do, however, look forward to getting harbor improvements started next year. We simply cannot keep ignoring the fact that this is the finest boating area in the Pacific, and that we want our less fortunate mainland friends to come and enjoy it.

Neither the state administration nor the legislature has given much support to boating in Hawaii — despite the fact that we are an island state and recreational boating yields a greater economic return than any other recreational or commerical (excluding shipping) use of the ocean. Our economy is terribly warped at the present time in favor of upscale tourism from the Orient. The average tourist from North / South America or Europe spends about $125/day while in the Islands. The average Japanese tourist spends about $525/day. The average cruiser probably spends about $25/day. You don't have to have a degree in economics to guess who gets the most political attention.

Your *Ten Great Things About Hawaii* hit the nail on the head, but I would like to add an 11th: "No archipelago in the world has a better historical record of its geological, anthropological and maritime history than Hawaii. Cruisers should be sure to visit the many fine museums in the Islands."

On another subject, your answer to Jon Cain's letter suggested the need for another cruising handbook — this one to cover the

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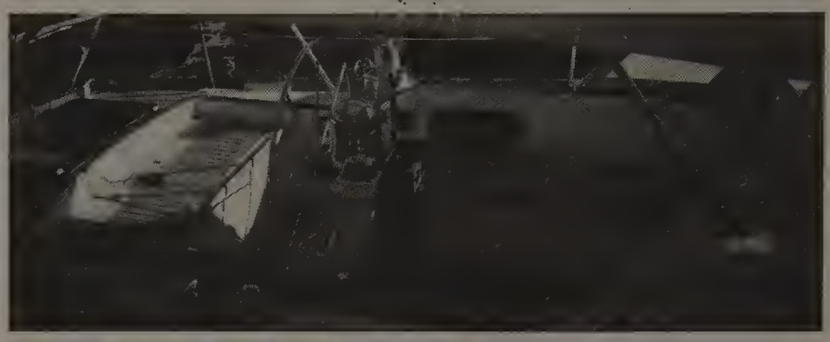

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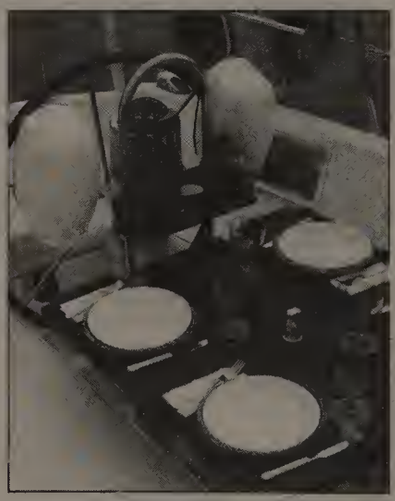

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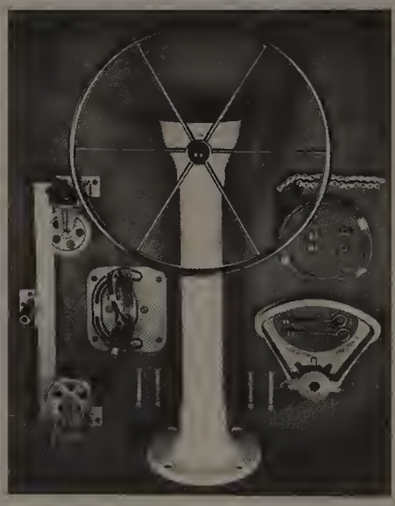

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world! As I alluded to earlier, cruisers are pretty thrifty people and there is not much monetary incentive for an author to produce such a book — especially one involving such a small market as circumnavigating. My *Landfalls in Paradise* did not capture its market until the price was reduced from $39.95 to $29.95. In fact, the royalties paid the author decreased proportionately. Actually, they went to zero when the publisher cut off all authors' royalties to try and save his business. Anyone want to buy a fine list of nautical titles and get in the book publishing business?

As you pointed out, information on all of Jon's concerns already exists in book or recent magazine articles. *Landfalls* addresses them: pets, for example, on page 17, and malaria on page 240. For the very latest on malaria and other endemic diseases of the world, I suggest that Jon writes to the International Association for Medical Assistance to Travellers; their address and function is also listed in *Landfalls* on page 80.

Lastly, while we would like to get free copies of *Latitude* in the Islands, the shared cost at the distribution points is only 80 cents each for UPS delivery. Eighty cents is a small price to pay for the pungent, earthy and wide-ranging information found in *Latitude 38*.

Earl R. Hinz
Honolulu, Hawaii

Earl — Thank you for all the nice words — and the additional information. By the way, because of a generous offer by a pilot who flies the Pacific route, we may soon be able to distribute quite a few more copies of Latitude *in the Islands.*

⇓⇑FORGET ABOUT IMPRESSING ME WITH WHAT KIND OF BOAT YOU HAVE

Here's an open letter to all racers who expect favors from business establishments.

Last night, at the end of a very busy 9-hour day in a Bay Area chandlery, I stayed late to help a liveaboard customer with a genuine problem that would have caused him much discomfort. I was happy to do it, because he needed the help.

After staying the extra 45 minutes, I answered the ringing phone — just in case it was either my sweetheart or someone with a sinking vessel. It was, however, the all too common 'rude racer'. Before a large portion of the readership bristles, let me note that I am not dumping on all racers, just a particular species.

The ensuing phone conversation prompted the following tips. If you rude racers want someone who has a hot date to hang out after hours while you drive to the store and then browse about for a new shackle, block or hot pink outhaul, I suggest:

1. You don't start the conversation with "You've got to stay open 'til I get there". Try "Hello" or "Hi, can you help me out?"

2. You forget about impressing me with what kind of boat you have or who pays your bills. Whether you race a Bunny, are from Team Pasta, or are a racing billboard for garbage bags, it doesn't lessen the impact of the favor you're requesting.

3. But at all costs, avoid the "But I have a race tomorrow" rap. Get a grip! Imagine calling a grocery store after it's closed because you ran out of paper plates and tomorrow you just have to have a picnic. It may be heresy to remind rude racers that racing is, like picnics and Little League games, just recreation.

A Clerk Who Likes To Sail After Work
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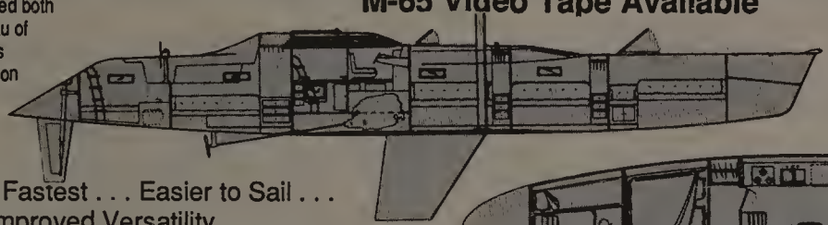

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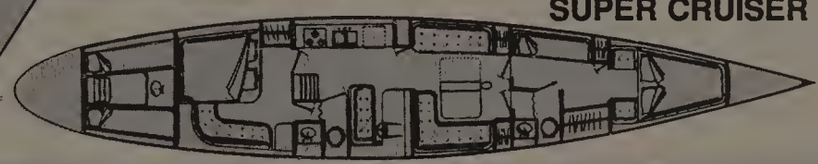

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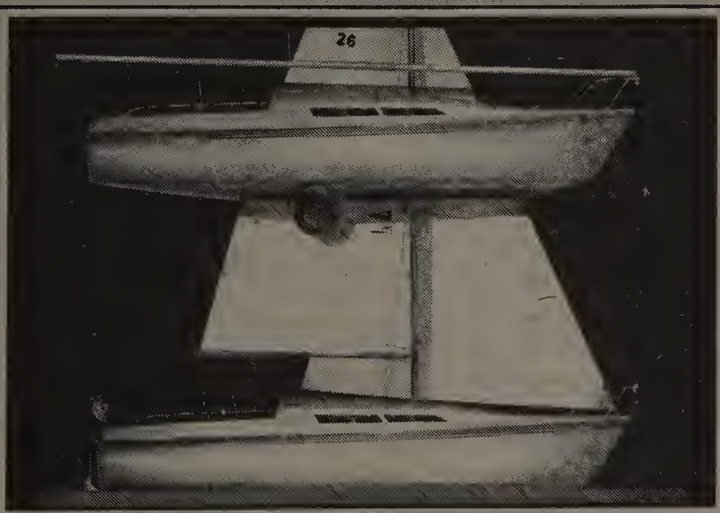

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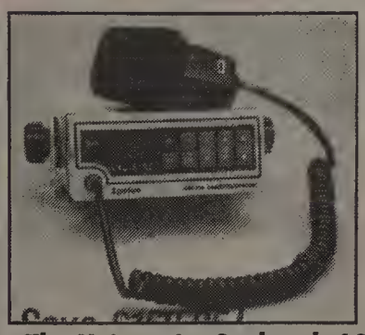

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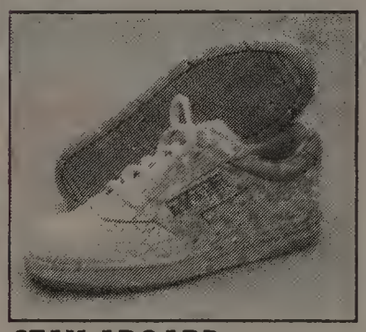

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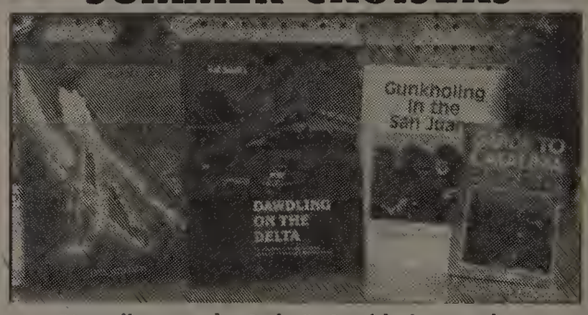

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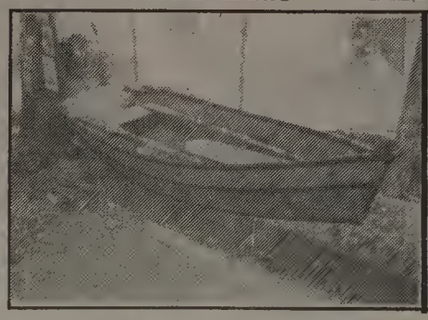

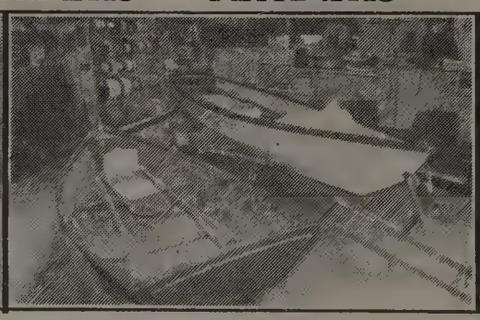

P.S. Also, please pass the word, we now have transient berths available at $10/day for a maximum stay of two weeks.

Galilee Harbor Community Association Board of Directors
Sausalito

⇓⇑TO CLAIM OTHERWISE WOULD BE DEVOID OF ALL TRUTH

Donald Goring's remarks on page 45 of the April issue of *Latitude* — "Olin Stephens has done more to hold back yacht design in America than any other person or organization" among them — are as much in bad taste as they are lacking in accuracy.

Stephens was one of the world's great contributors to yacht design and will go down in the history books along with Herreschoff for designing sailboats that looked as good as they sailed. It's not his fault that yachtsmen so admired his designs that they continued to buy them for many decades.

I worked with Ricus Van de Stadt on several projects, including a TransAtlantic Race which I won. I would like to inform Mr. Goring that neither Ricus Van de Stadt — nor any other designer in the world — has yet produced a monohull keel boat capable of 576 nautical miles per day. Mr. Goring claimed that van de Stadt was 'designing keelboats back in the '50s that would do 24 knots'. *Stormvogel*, one of Van de Stadt's biggest and fastest designs, which I skippered for more than 20,000 miles, had a best day's run of 310 nautical miles.

Goring also claims that the Van de Stadt-designed *Stormvogel* "did well but not as well as she would have if she'd had a racing skipper or crew". *Stormvogel's* owner, Cornelius Bruynzeel, better known as 'C.B.', would fly in for the various races we entered around the world, and skippered *Stormvogel* most of the time. He was better qualified as a racing skipper than any other yachtsman of his time. To claim otherwise would be devoid of all truth and only display an ignorance of the matter.

Stormvogel did have an amateur crew of around 20, with a professional skipper and cook. Goring forgets that she was winning races in the '60s when yacht racing was still an enjoyable amateur sport — unlike today's racing with ultralight displacement boats crammed with professionals who know no other way of life. For today's sailors, their professional lives depend on winning at all costs — even if one of them is cheating, such as Dennis Conner did in the last America's Cup.

John Goodwin
Speedwell
Royal Suva YC, Fiji Islands

⇓⇑HERE'S A GENUINE KIPLING

While reading your interesting article on Peter Stocker — what a guy! — in the June issue, I noticed that you attributed the verse:

One ship drives east and another drives west
with the self-same winds that blow:
'Tis the set of the sails and not the gales
That tell them the way to go.

to our friend Rudyard Kipling. Rudy may have said it, but it was a lady who wrote it first: Ella Wheeler Wilcox, in *The Winds of Fate*. The verse bears repeating, and I don't doubt that Rudy did. Set the record straight, though, and give Ella the credit.

Here's a genuine Kipling quote that some of your readers might like:

There be triple ways to take, of the eagle or the snake
Or the way of a man with a maid,
But the sweetest way to me is a ship's upon the sea
In the heel of the Northeast Trade.

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The Snipe is a 15-foot [illegible] trapeze make it ideal for two people wanting the experience of one-design racing at an affordable price.

The Snipe was designed in 1931 by Bill Crosby, editor of *Rudder* magazine in response to a request for a class of racing sailboats that could be built at home out of readily available materials and then trailered to regattas. In its first year, over 250 boats were built and registered. The class was granted international status by the IYRU in 1958.

Even though most boats are currently built of fiberglass by professional builders, older wooden boats are still seen on the course. Today there are over 27,000 Snipes registered throughout the world making it one of the largest one-design classes. San Francisco is home to Fleet #12.

The level of competition in the class is second to none. With strictly enforced class rules these rugged dinghies have been a part of many Olympic medalist's programs. Allison Jolly, gold medal women's 470 and Rolex Yachtswoman of the year, raced her Snipe as part of her Olympic training. Mark Reynolds, silver medal Star boats, and John Shaddon, bronze medal men's 470 have each placed in the top three at Snipe Nationals.

Harken blocks are an important part of the Snipe tradition. The Snipe's main-sheet system features a #009 Hexaratchet 11÷2/#144 swivel base combination which makes the mainsail easy to adjust, even in the strongest breezes. The 8:1 double-ended boom vang features single and double bullet blocks. Even the smallest Harken block, the micro, is used for the barberhaulers, the double ended jib luff controls, and to lead lines and shock cord.

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LETTERS

That's from *The Long Trail*. Bartlett's *Familiar Quotations* is a great help in these matters!

Albert Holt
Livermore

⇓⇑THE END OF AN ERA

The Berlin Wall has fallen. Eastern Europe is inflamed with the ideal of democracy and the desire of every human spirit to be free. But as the East throws off its bonds, we boaters in the state of Hawaii are experiencing a display of oppressive power much like what used to be common in the East.

The current government in Hawaii has deemed it unlawful for a certain group of people, liveaboard boaters, to freely exercise their right, under Chapter 9, Section #141 of Federal Maritime Law, to anchor and live aboard their boats in federal waters. It's amazing that this lifestyle provokes so much hostility from land-based people.

All in all, we see it as the end of an era of real democracy and freedom in America — brought about mostly by greed and avarice. These are the same people who have been instrumental in bringing about the decline of a beautiful, natural, clean Hawaii that was unpolluted and had plenty of food and water. Now the dwindling water supply is polluted by pesticides and the fruit trees stand on manicured hotel lawns. The native Hawaiians can't live on their own land and must work instead of happily fishing for food. Fewer native fisherman, fewer fish because of drift nets, no place to drop an anchor unhassled, no *aloha* for the sea traveller of modest means.

So the new year begins as the old one ended, with the following unanswered questions:

Why is the state able to regulate Federal waters, install inadequate moorings, charge fees, harass people on their boats and/or turn them out of a harbor with no alternative place to safely anchor or live?

Why can the state admit in writing that their unpopular moorings will be unsafe for small boats during a storm? And that there will be no safe place to move them?

Why should people be forced to live on land against their will?

Why don't we have Constitutional rights? We're tax paying citizens of the United States and residents of Hawaii.

Why should taxpaying citizens be harassed just because the current government bureaucrats regard liveaboard boaters as something to be gotten rid of?

Now is the time for answers.

Hans Regnéry & Judy Coulter
Kailua, Hawaii

Readers — The "Hawaiian Navigable Waters Preservation Society" petition makes the following charges:

1. That the state plans to require anchoring permits for all boats anchoring in Hawaiian waters, including off Waikiki and at dive spots.

2. That the state wants to convert federal anchorages, starting with Keehi Lagoon, to state rental moorings.

3. That the state moorings will not be safe, based on the state's consultants who say boats may be damaged in winds exceeding 40 knots.

4. That the state has no tolerance for liveaboards and that it intends to phase out liveaboards everywhere by means of attrition.

⇓⇑THE CLUB IS WHERE THE STORIES ARE TOLD

Eureka, I found it, the Mercury Bay Boating Club in New Zealand!

No wonder they try to keep this place a deep, dark secret; if we had such an unbelievably beautiful piece of paradise, we'd want to keep quiet about it, too.

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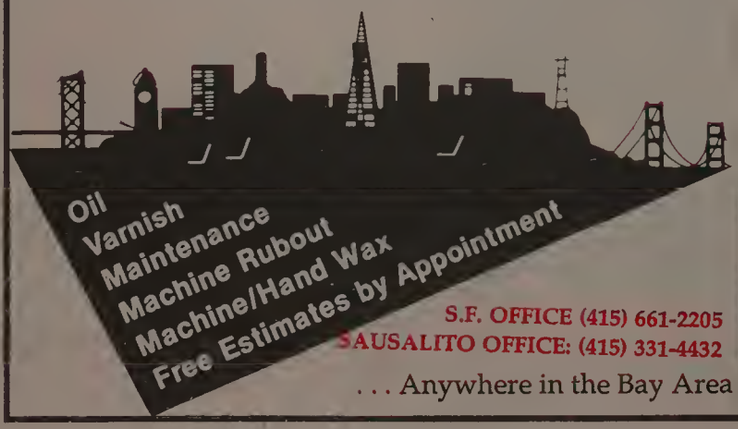

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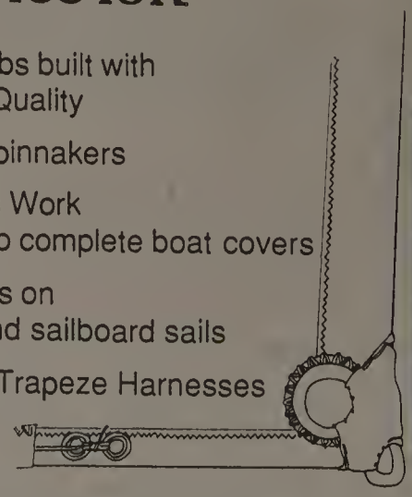

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Coromandel Peninsula, a stretch of land similar in size and shape to the San Francisco Peninsula. But that's where the similarity ends. The peninsula has a 2,000-ft tall Hawaiian-style mountain range with the same impenetrable jungle vegetation which they call "bush". You cross it on a gravel — "metalled" — road. You don't mind the gravel because you stop at every bend in the road to take more spectacular photographs. The peninsula also has a couple of hundred Puget Sound-type bays, coves, inlets and islands, but with Southern California-type sandy beaches. To top it off, there is a half mile long 'hot water beach' where underground thermals keep the sand and water a delightful 80° all year round. Everyone brings a shovel, digs a little hole to sit in, then relaxes as the rolling surf sloshes around their own private hot tub.

The towns in the area are like Carmel and Sausalito, and there are several dozen Mendocino County type villages stretched all along the coast. At 5 p.m. they roll up the sidewalks, and on Sundays they never get unrolled. Right in the center of this loveliness that is the Coromandel Peninsula is Mercury Bay, so named by Captain James Cook who observed the transit of the planet Mercury from here in November of 1769.

But the best feature of this region is the people. You couldn't find more friendly, hospitable, sincere folks if you tried. Locals invited me to their tables in restaurants, took me to their homes for drinks and showed me the sights. Some sailors insisted that I come to the awards presentation and dinner/dance for the Doublehanded Around New Zealand Race, a brutal 2,300 miles affair that featured — honest — 70 knot winds and 35 foot seas. When I inquired about the tremendous turn-out for the party in honor of a race with only six entries, I was told that one boat was from a small village on the South Island, so the whole village came up to celebrate. That's how they do it in New Zealand.

Two guys from Michael Fay's team, Cloyd and Pool, showed me around *KZ-1*. It wasn't until much later that I learned there real names were Clyde and Paul. What the heck, I knew I talked with an accent, now I can hear with one, too.

Despite searching, I couldn't find one of the rather rare Mercury Bay Boating Club T-shirts, so I left some money and my address with Wayne Steven in Whitianga. When I returned home, the shirt

Hot tubbing, Kiwi style.

was waiting in my mailbox.

And yes, there is a Mercury Bay Boating Club, but no, there is no clubhouse. Sometimes they wheel a dilapidated car onto the beach for the convenience of the race committee. One club member explained where 'the club' is the rest of the time:

"Wherever a few boats raft up, that's where the stories are told and the club is".

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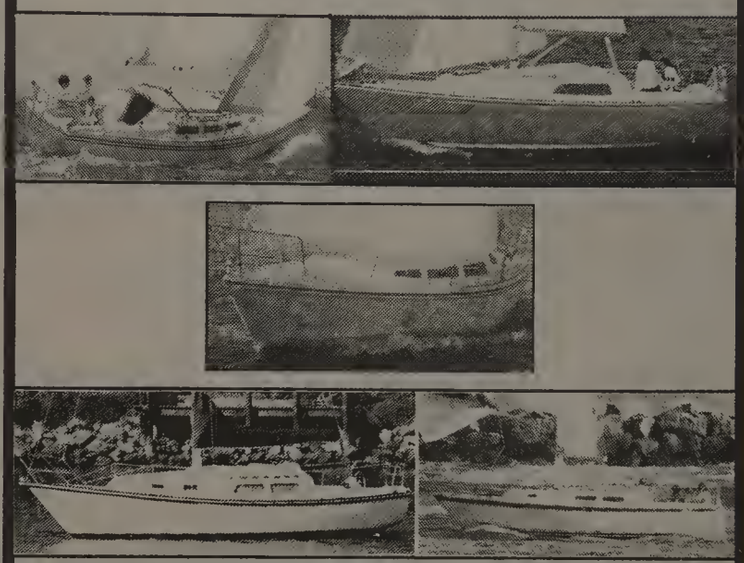
All These Boats



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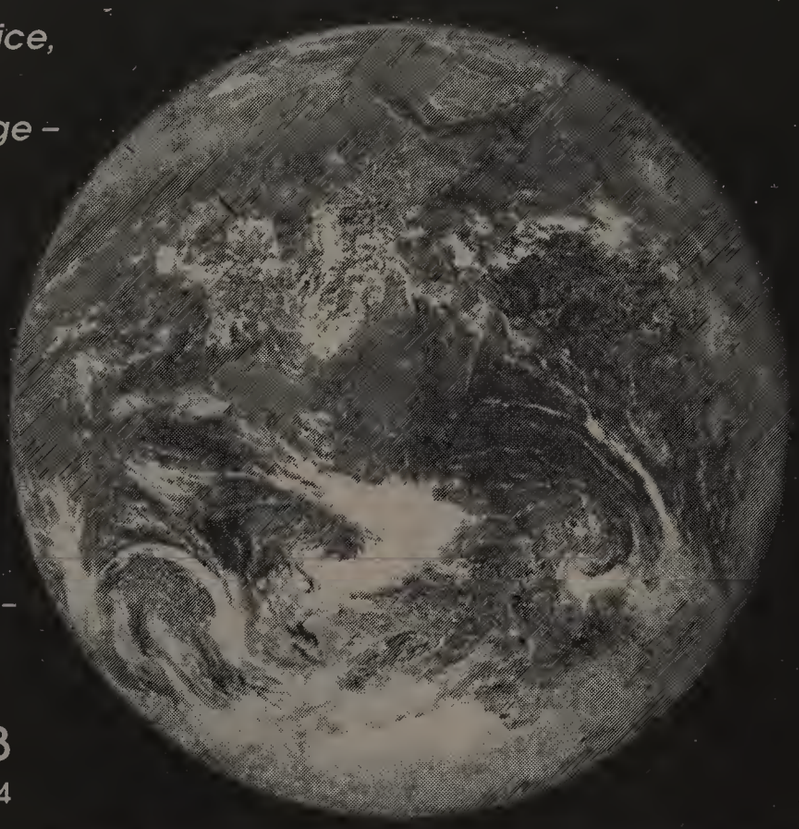

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LETTERS

As for the Cup, their collective attitude is almost to ignore it. They prefer to "forget about Dirty Dennis", sail "wherever" and "have a few buckets of beer together after the race".

Heinz Reichwein
Omega
Alameda

⇓⇑THIS SETTLES IT

On page 47 of the June issue, William Fisher of Point Richmond says that if he's not mistaken, United Ship Repair, builders of several Bird boats such as *Oriole*, was located in San Francisco. You'd previously written that United was located in Sausalito.

Fisher was not mistaken. As proof, I've enclosed United's ad from the 1929 *Pacific Inter-Club Yacht Association Yearbook*. On page 5 there is a full page ad for United Ship Repair of 272 Steuart Street, San Francisco. Incidentally, the featured boat is the Bird *Petrel*, 1928 'Champion of the Bay'.

Donald F. 'Scotty' McLean
Laytonville, CA

⇓⇑THE LITTLE BOAT THAT COULD

This is the story about a man, a boat and a race. About an improbable — but in the world of sailing, believable — series of events that left this man and his boat without the recognition they both deserve.

The race was this year's Master Mariner's Regatta; the boat was *Honalee*, a 28-foot Herreschoff ketch; the man is Les Schuldt. For three years he and Ingrid, his navigator/wife, had sailed in the Master Mariners. This year, they were determined, was the year they would start on time and finish the race. The day before the race they went out in 40 knot winds to lay the course.

But at the last minute their crew bailed out. Yoko and I — my boat once belonged to Les — offered to replace the absent crew. It was our first Master Mariners.

On the day of the race *Honalee* pranced at her mooring like a young seahorse. After a pleasant sail to San Francisco, we made our start within a minute of the gun. The race was on! Ingrid had done her homework and Les drove the little ketch over the course on her compass bearings. We passed boat after boat. At the last buoy before the finish, we passed the last four boats in our Marconi IV class. We were home free with a fair downwind run. She sailed down the backside of Treasure Island like a race horse headed for the barn.

'Honalee' — first in Marconi IV and fastest boat under 30 feet.

With seemingly no effort, the distance between ourselves and the other boats in our class continued to increase. Soon we caught up with the last of the schooners and the Marconi II boats. Crossing the line amidst some schooners, a gun went off. That meant we were first! What a thrill!

Tom, a friend, roared up in a dinghy and yelled, "You won! You won! You got the gun!" Les was, to say the least, excited. We all

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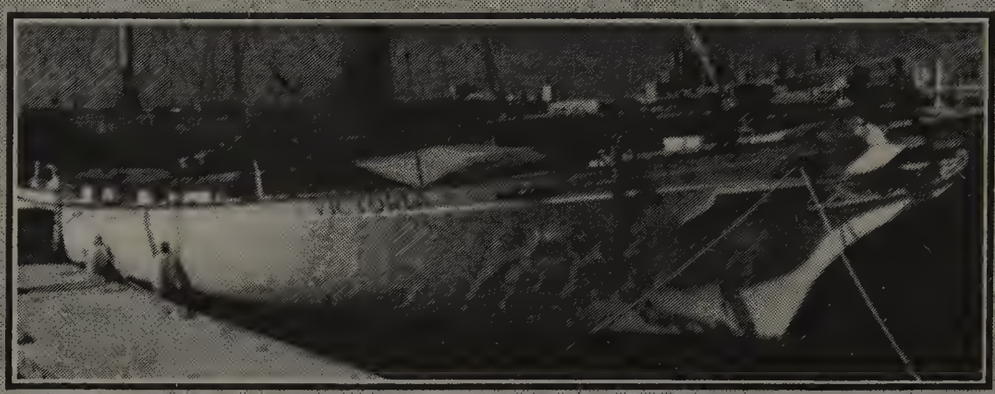

VICTORIA, a 72' ketch, is a sistership to the renowned *Ticonderoga*, acknowledged by many to be L. Francis Herreshoff's masterpiece. *Victoria* is an outstanding example of the modern execution of a classic design. She was constructed in 1974 by the P. Vos shipyard of Auckland, N.Z., of colded-molded, epoxy banded kauri. Her exquisite interior, with its walnut and cherry panelling was designed by Joe Artese, and fabricated by Kettenberg Marine in San Diega. She is equipped with a recently rebuilt Caterpillar 3160 powerplant, a Yanmar 14 kw generator, Brookes and Gatehouse instruments, Raytheon radar, Furuno Loran, Sitex SatNav, Icom VHF, two wood burning staves, a jacuzzi, a washer and dryer, and a Jenn-Aire range and microwave oven. *Victoria* is now available to be shown to qualified buyers.

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CATALINA 36, 1987
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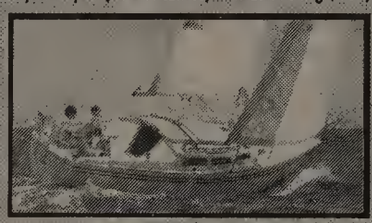

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jumped for joy and *Honalee* rolled down the Estuary toward her berth in the company of those grand schooners.

We then all took showers in anticipation of the dinner and awards ceremony at the Encinal YC. It was a great feed during which we happily accepted many congratulations from friends — and a few jealous stares. A very drunk Les eagerly awaited the moment when class trophies would be presented. They came and went with no mention of *Honalee*!

Was this some kind of bad dream? No, somebody was just confused; really confused. There was a hushed meeting with the race committee. Some error, some mistake — it *had* to be.

Well, it was. *Honalee was* first in Marconi IV and the fastest under 30-foot boat around the course. So she now has the Lyle Galloway Trophy for this year. Tomorrow we are having a party in her honor to celebrate her victory, however late. We're all coming to honor the skipper, Les, and his wife Ingrid, the navigator, for their perseverance and dedication to this race. As for me, it was enough to have been there on the race. I know we won. As for *Honalee*, all I can say is 'Sail on lady, sail on'.

P.S. My heartfelt condolences to the captains and crews of *Fairhaven* in the Lyle Galloway group; *Ragnarock*, first, Marconi IV; and, *Holganza*, first, Marconi II. All of these boats were displaced as *Honalee* had been mistaken for *Holganza*, a Marconi II. It's bad enough to win and not receive recognition, but I think it would be even worse to have to give a trophy back. All these boats were winners in my book.

Patrick & Yoko
Sweet Lydia
Alameda

Patrick — Thanks for that report. With such a tight deadline for each Master Mariner's Regatta, we just don't have time to track down the little stories such as these that we'd love to feature.

One thing, however. You never, ever want to refer to anyone in print as being "drunk". It doesn't matter if somebody can't stand up or even remember their name; they're to be referred to as 'happy' until such time as they flunk the breathalyzer.

⇓⇑STURDY & STABLE

With respect to Bruce Schwegler's May letter wondering if the Hunter Marine Passage 42 would be sturdy enough for a circumnavigation, I've enclosed some firsthand comments by Bill Schanen, the editor and publisher of *Sailing* magazine.

The Passage 42 was designed and engineered by Hunter Marine to be a sturdy, stable passagemaker with excellent cruising performance.

Stephen Cutsforth
National Director of Sales & Marketing
Hunter Marine, Alachua, Florida

Readers — Schanen had joined Warren Luhrs (owner of Hunter), Lars Bergstrom (who along with Luhrs broke Flying Cloud's *New York to San Francisco record last year) and Paul Sandberg on a 875-mile Florida to Bermuda midwinter shakedown sail. That the owner of the company is willing to personally take his company's new boat on such a shakedown sail is impressive; the North Atlantic in February is not for candy ass sailors or boats.*

The five day, two hour sail — a seven knot average — was all reaching and running in winds so strong that except for a very brief period, neither the main or genny were ever completely unreefed. The winds topped out at 50 knots true, and the Passage 42 scooted down one wave at 12 knots. The seas were so rough that Cape Horn veteran Bergstrom got seasick for the first time in his life.

Schanen's evaluation: " . . . I can tell you here that the boat took it all in stride, proving herself a fast off-the-wind sailer strong of hull and rig, and despite all the spray and solid water coming aboard,

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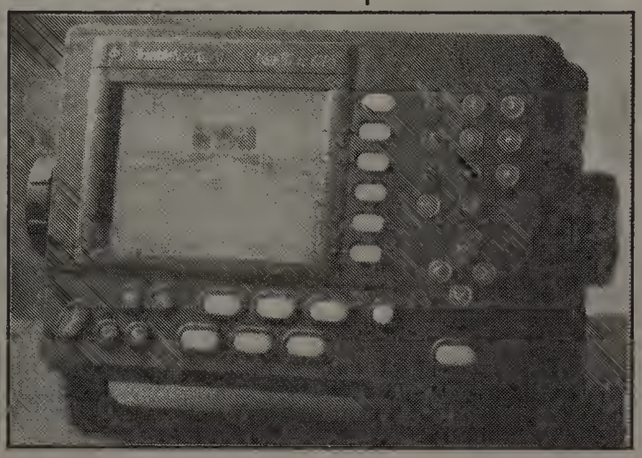

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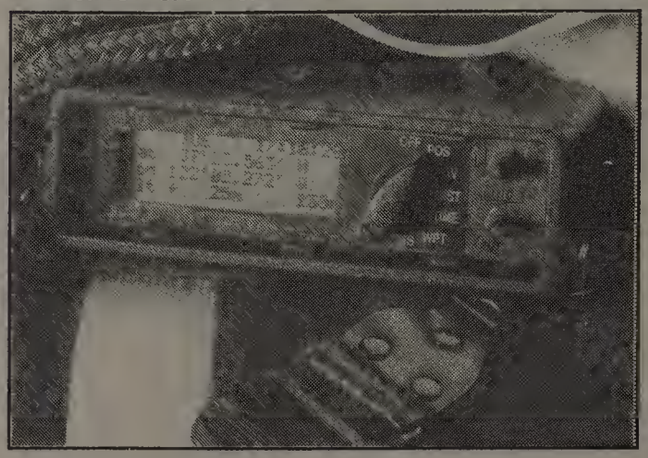

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cozy and dry below. Our most serious problem was the loss of the cushions from the sunbathing platform stop the aft cabin, which carried away in a squall."

⇓⇑ANYTHING IS POSSIBLE

My letter is addressed to Bruce Schwegler, who inquired about the suitability of a Hunter Passage 42 for a circumnavigation.

Bruce, your question is more interesting than you may suppose. People have cruised in all kinds of boats. In addition, the outcome and experience is in no way dependent on the boat. If it were, there would be 100% owner satisfaction facilitated by computer matching.

No, your experience depends on you. If you need or want a particular experience, you *will* choose according to the most compelling need, which is spiritual. Whether that means jail for a mistaken Zero Tolerance bust, a trouble-free voyage with a shipwreck at the end, or a boat plagued with problems which never leaves port but which you solve with the help of a new mate. Really. The choices/paths which our spiritual needs dictate, consciously or unconsciously, are as infinite as there are souls to make those choices.

Anything, and I do mean *anything*, is possible.

P.S. to *Latitude*: Thank you for printing my letter regarding ferro cement Marco Polos. One owner has written me and I have already learned a great deal.

Peter B. Metcalf
Eastport, Maine

Peter — What do you suggest, that Bruce walk down to the harbor and buy the first boat he sees? Suppose it's a Cal 20; since anything's possible, he might like taking it on a circumnavigation. But we kind of doubt it.

We're pretty sure that Bruce's spiritual needs unconsciously dictated his question being specifically about a Passage 42. While he surely knows that anything is possible, we imagine he's far more concerned with what's probable. We know we would be.

⇓⇑STILL MORE ON THE MYSTERIOUS SWAN ISLAND

I missed Don Cuddy's letter in your February issue, but have just read Gregory Harrison's information on Swan Island in the June issue of *Latitude*. I hope my update will clear up some of the 'mystery'.

In August of 1986 I was a crewmember on *Lahaina Lady*, a Columbia 45 we were taking from Cozumel to San Francisco via the Panama Canal. Jim Wagner was the owner and skipper; Tom Branson the First Mate; Tex White and I were crew. Because we were under time constraints, sailing alone was out of the question and we'd need to get more fuel. Thus our sole reason for wanting to stop at Swan was to purchase extra fuel and to top off our water tanks.

Our information on Swan was sketchy and 10 years old. The scuttlebutt about it in Cozumel was equally vague, ranging from, "It's still an American weather station", to "It has been taken over by the Honduran military", to "It is deserted".

Arriving off Swan at 0300 on August 19, we hung offshore until sunrise. Pulling up to the concrete quay at 0600, we saw the island's only advertisement painted on the crumbling whitewashed wall: "Swan Island, Last of the Caribbean Paradises". We were soon greeted by Ronnie Tim, the island's one permanent civilian, complete with his rifle and dog. He was followed by the Honduran Commandante and his sergeant, both of whom were armed. They checked the boat's papers as well as charts and courses before allowing us to come ashore.

The island was being run by the Honduran Navy and the population consisted of 13 military and the aforementioned civilian. Ronnie's job was to care for the 300 cows owned by

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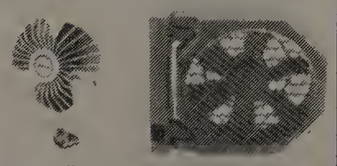

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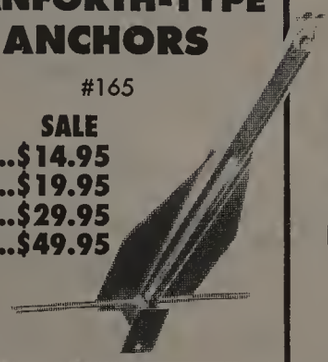

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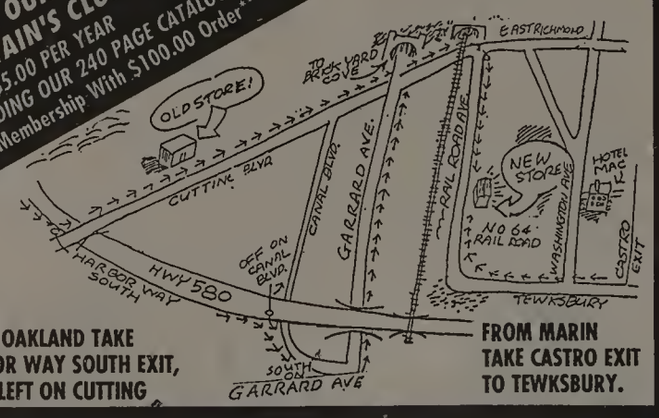

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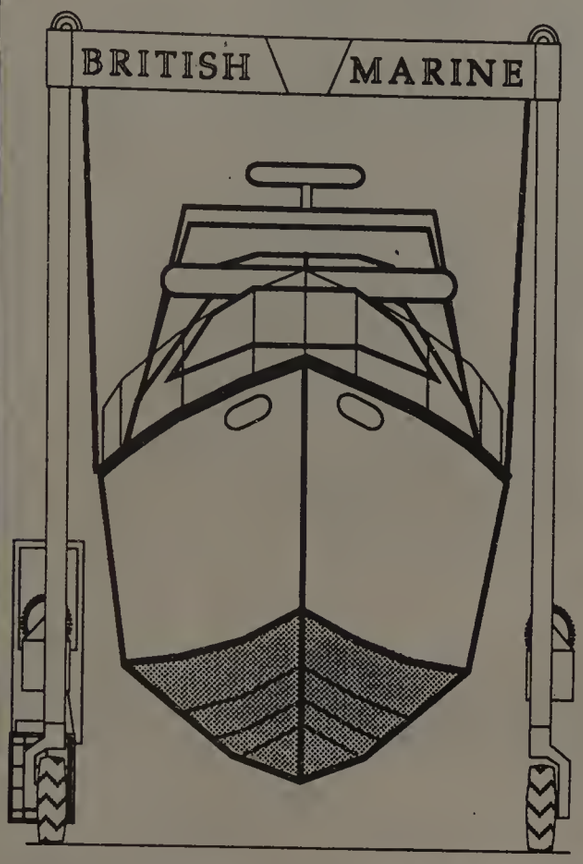

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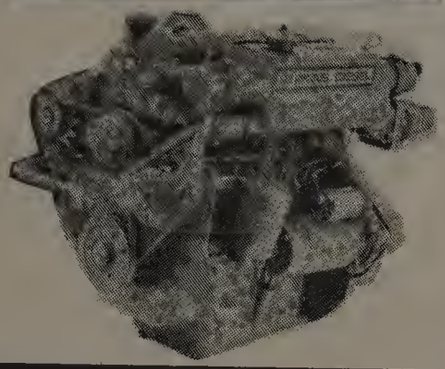

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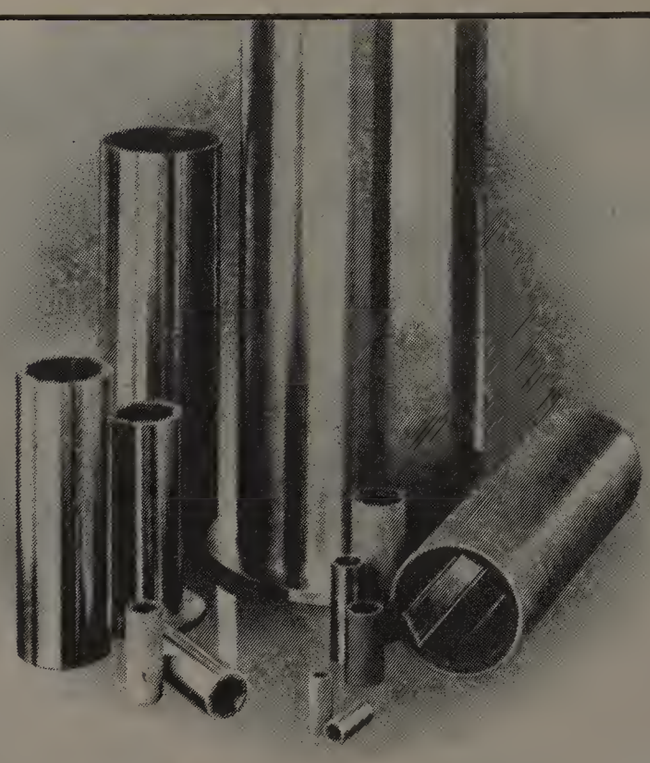

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another Honduran civilian named Spencer, who had a house on the island and who would occasionally come to visit.

Despite many radio conversations between the Commandante and his superiors on the mainland (our crewmember Tex, who is fluent in Spanish, was present to overhear the conversations), we were not able to get any fuel. We were, however, allowed to augment our water supply. This involved a half mile walk to the water spigot, which was located a foot off the ground on the side of a building. While filling a five-gallon container on one's knees, you'd get to hold off thirsty big horned cattle. Once the container was filled, you'd get to carry it the half mile back to the boat in 90° heat.

While we were allowed to roam around the island, we were always discreetly followed by military men armed with submachine guns. Even so, we went lobster diving with Ronnie, had coffee and fresh coconuts at the Commandante's house, took showers at Ronnie's place (accompanied by his pet land crab, dog and chickens) and shared our liquor and supplies with the Hondurans and the crew of a fishing boat from the Cayman Islands. We even had a picnic at the No Problem Bar #421, which is a beach bar built out of driftwood.

We'd been the first boat to call on Swan in four months. The boat before us had been French; the one before that American. That American yacht, after departing Swan, had the misfortune of straying into Nicaraguan waters. She was impounded; her crew was eventually allowed to leave. We departed the island on August 23, sad to leave the Swan, but happy to leave the dreadfully surging anchorage.

Two months later I was sitting in San Francisco's Eagle Cafe when I glanced up at the television and saw the familiar Swan Island sign framing a correspondent reporting on the CIA-run military operations from Swan. January 17 of the following year, the lead story on the front page of the *Chronicle* reported that Swan Island was the main depot for CIA-run military operations supplying rebels fighting to oust Nicaragua's Sandinista government. According to the article, the island had also been a support base for the 1961 invasion of Cuba at the Bay of Pigs.

Deidre Kernan
Sausalito

Deidre — Great story.

But why stop now? Anybody else out there have an experience on Swan Island? How about any other tiny island out in the middle of nowhere?

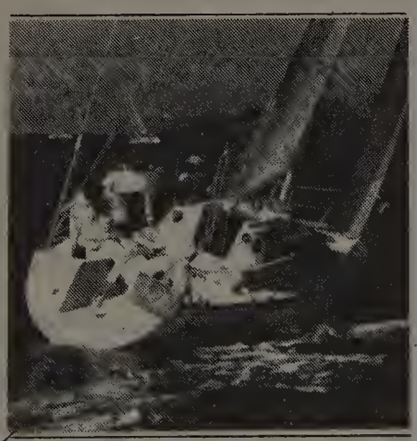
⇓⇑THE SULTAN OF SAIL; DOES HIS BOAT EXIST?

Dear *Latitude 38*,
Help us, we beseech,
solve us this mystery
quite out of reach.

Eric Sultan is a colleague,
an engineer, quite mellow;
he states he is a sailor —
a seafaring fellow.

Often, he claims,
on his boat *Special Edition*,
he sets forth, (presumably
on a marine expedition!)

Of this fabled craft
we have never caught sight
for he never says "Visit me,
morning, noon or night."



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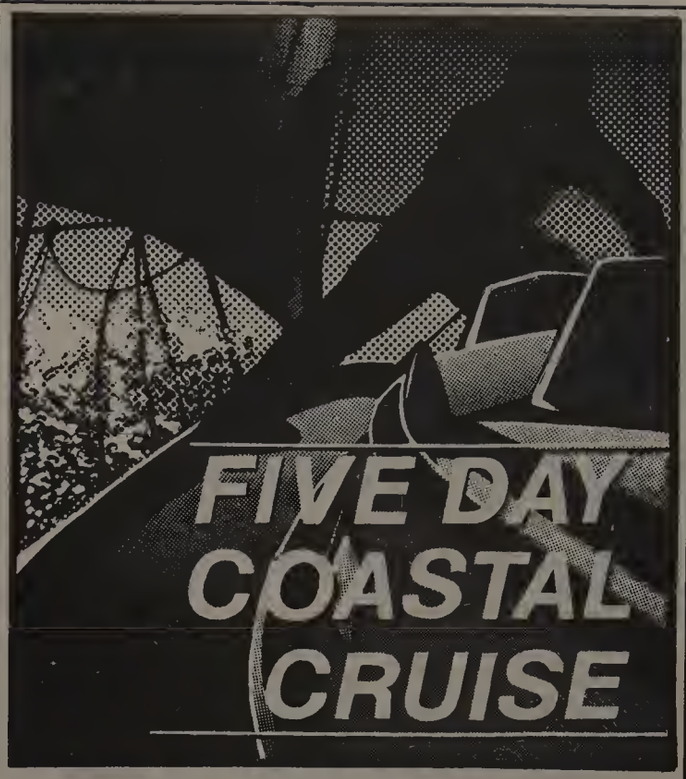

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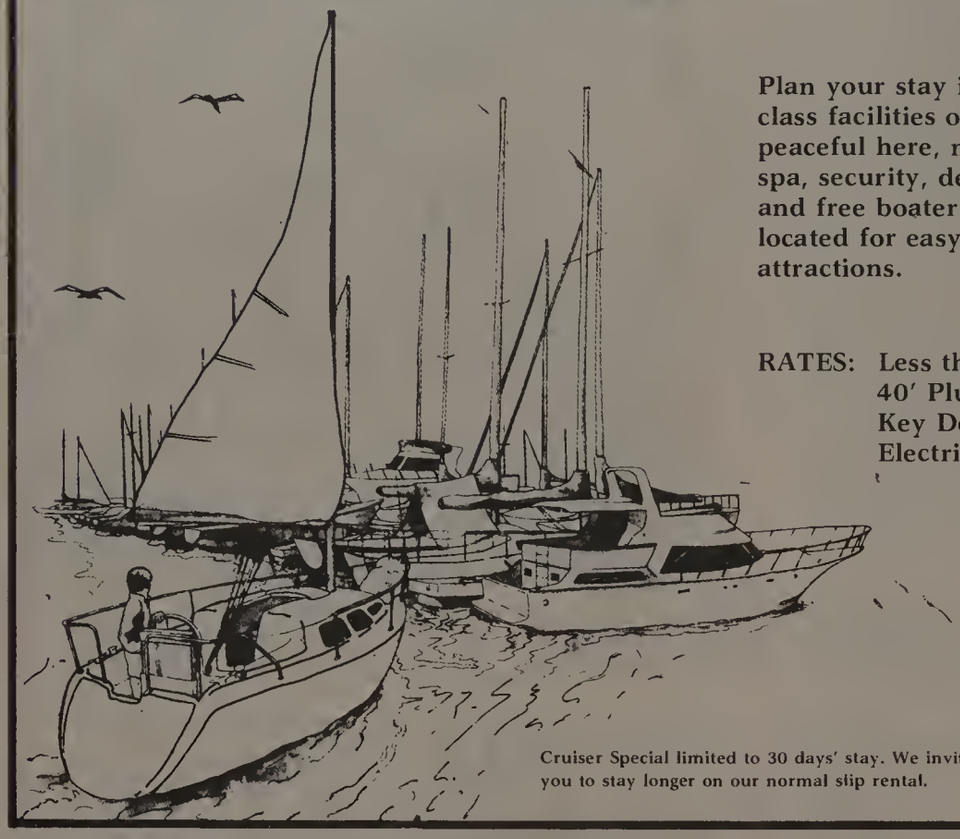

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LETTERS

Doubting thomases now we are,
and have, as proof of possession,
a faded picture of unknown form
and somewhat boatlike suggestion.

"It's all true and if I lie,
I'll eat my hat", says he.
So tell us, *Latitude 38*,
should he eat it or shouldn't he?
— Doubting Ts

P.S. I know that verse is not quite the regular style of your letters, but what the heck! I enjoy reading *Latitude 38* a lot — this coming from a person who has never sailed! I figure that by the time I do get on Eric's boat, if she really does exist, I'll have all the "boat talk" down pat!

An Avid Reader
Northern California

A.A.R. — All we know is what David Hodges tells us, and he tells us Special Edition *has seen a lot of wild times. Since there can't be wild times without a boat, Sultan obviously has one.*

By the way, we never expected "mellow engineers" would be the kind to sit around creating prose about the avocations of fellow workers. But like Peter Metcalf says, "Anything is possible."

⇓⇑THE DETAILS ON THE TRIMARAN FLIP

Being an owner of a Tremolino 23 trimaran and an ex-Santa Cruz 27 owner, I'm interested in more details on the Doublehanded Lightship Race. Specifically, I hope you can supply the gory details on why the F27 *Wingit* flipped off Pier 39.

I have hopes of owning an F27 and would love to know; 1) What caused the accident, and 2) How the boat was rescued.

I really enjoy your super magazine and have been a subscriber since the '70s.

Grey McGown
Fort Worth

Grey — Skipper Ray Wells tells us that after he and his 10-year old daughter crossed the Doublehanded Lightship finish line at the St. Francis (they were the second boat across the line to another F27) in 30 to 35 knot gusts, they headed home toward Alameda. At the time they were carrying a spinnaker, and had the main sheeted in tight to depower their sailplan. But off Pier 39 a gust hit them on the beam. In theory the bow is supposed to bury in such conditions; instead the main hull lifted and over they went. "It was just a case of having too much sail up," confesses Wells, who has been sailing off and on for 10 years.

They recovered the boat the following day. Wells reports that it's possible to right the boat, although not as easily as it sounds in the manual.

Has it soured him on the boat? "Heck no! We just did the 140-mile South Tower Race, this weekend we're doing the Mt. Tam Wham Bam (a combo of sailing and mountain running), and we're signed up for the Silver Eagle. We'd do the Catalina Race, but we're just too busy." Nor did the incident sour Wells' daughter's enthusiasm for the boat. She's been out racing on it since — but with a close eye on the spinnaker sheet, we'd bet.

Damage to Wingit *was restricted to the wiring and electronics. The manufacturer repaired the wiring at no charge. Wells says that his is the first of 180 F27s to have flipped while sailing; another went over at the dock while in the 'folded' position. We don't know if you're disappointed, Grey, but that's as gory as it gets.*

⇓⇑CORRECTED MASTER MARINERS RESULTS

Frank Eckert of Oakland, a veteran Bay sailor, really didn't

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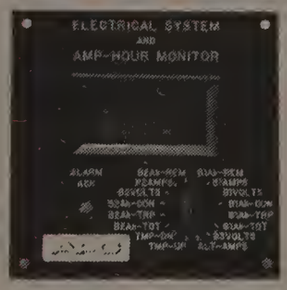

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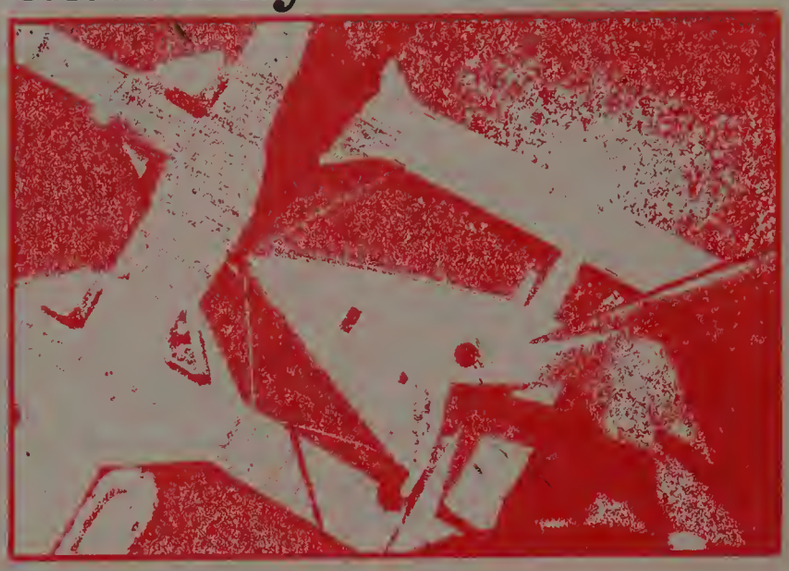

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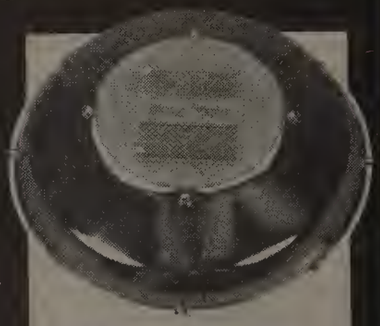

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mind the Master Mariners asking him to return the 1990 strutting cock champion pennant back, because he'd already won them in 1987 and 1989. But it's a long fall from the top to 10th in Marconi II division, proving that even defending champions had a hard time this year against the 4.5 knot flood.

That Eckert had to return the pennant was because of a unfortunate mixup in recording sail numbers at the finish line. Eckert's 1941 Popoff yawl *Holganza* sails under the number 98. Les Schuldt's Herreschoff 28 ketch *Honalee* has the sail number 4, but also what looks like an H 98 above that number. After four days of hearing reports from witnesses, it was decided that the two boats had been mistaken for each other.

Holganza's revised finish put Kent Parker's *Princess*, a Herreschoff 47-foot ketch, first in Marconi II, which was appropriate since he posted the fastest elapsed time in his class. Moving up to second, to cop a set of four etched Master Mariners "rocks" glasses in a mahogany bulkhead mount was Richard Bowen's 37-foot yawl *Solent*. Third place went to Harlan Pratt of Davis and his 1947 Herreschoff ketch, *Genii*.

With San Ramon skipper Schuldt's *Honalee* being credited with what had first thought to be *Holganza's* finish, his elapsed time was thus two hours and 28 minutes. This means Gordie Nash, who had apparently been the winner with Gaff III *Fairhaven*, has to drag the Lyle Galloway Trophy off his mantle and try again next year. That trophy goes to the fastest boat under 30 feet, regardless of class.

So finally, the official corrected Marconi IV results are 1) *Honalee*; 2) *Ragnarok*, Richard and Carol Ponzio's 30-foot Herreschoff ketch from Mill Valley; 3) *Westerly*, MMBA recording secretary Noel Duckett's 1939 Dunnigan sloop from San Rafael.

The race committee sincerely apologizes to everyone for the mixups.

Those interested in obtaining a copy of the complete 1990 Master Mariners results can contact me at (415) 522-1111 or 339-0200 (evenings).

Patrick O'Daniels
Master Mariners Press Volunteer

⇓⇑WOODY UPBRINGING KEY TO PLASTIC SUCCESS?

I've got a clue as to how a Santa Barbara hotshot named Eric Arndt can come up here three years in a row to completely blow the doors off the huge J/24 fleet in the Volvo Regatta — and not even be intimidated by the heavyweight Master Mariners crowd.

I first met young Eric and his brothers in the late 1960s when they were living aboard their dad's wooden ketch in the Santa Barbara Marina. Don Arndt, Eric's father, had been invited out on my dad's 1933 Cassey ketch *Nereid* a few years earlier, and after a sail to Mexico, decided he had to have a wooden boat, too.

Once Don Arndt got his ketch *Mareve*, he berthed the ketch two slips away from my dad's 45-footer. I first remember seeing the Arndt kids messing around in Hobie Cats. Then the whole family took off on a cruise of the Pacific aboard their bright-hulled ketch. I figure maybe that's where Eric Arndt learned the basics of sailing that have made him so successful in J/24s.

Of course, Santa Barbara sailors have some of the best ocean racing conditions on the coast in which to practice. If they go five miles out, there's almost always a good breeze coming down the channel. And if they want to practice light air sailing, they need only stay by the coast. I don't know where Arndt learned about the tides on San Francisco Bay.

I figured a lot of your Master Mariners readers and cruising veterans could better identify with Arndt's exploits in his 'plastic fantastic' if they knew more about his background. It's nice to read that he's moving up to skipper an IOR 50-footer for a Japanese owner.

Patrick O'Daniels
Oakland

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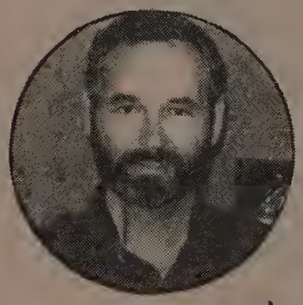

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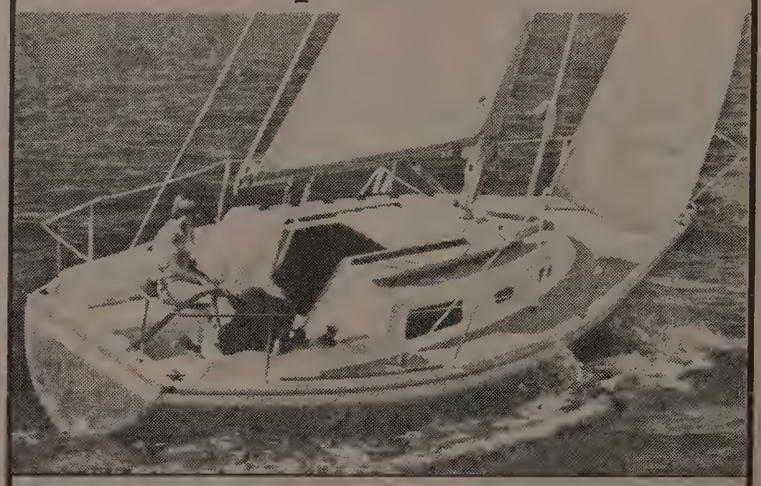

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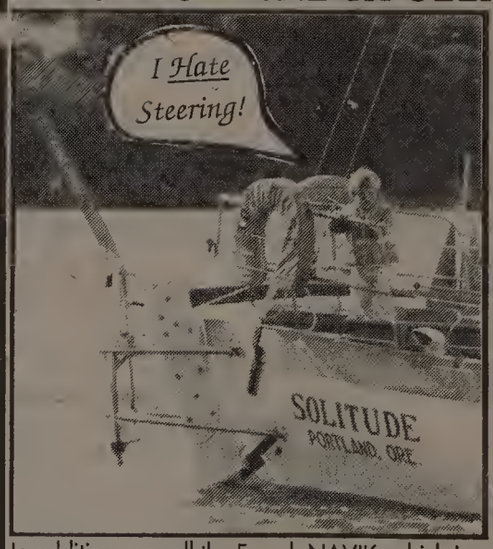

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LETTERS

Patrick — Eric Arndt's exploits in the last three Volvo Regattas have been almost beyond belief. Sailing in 50-boat fleets, he took 11 first place finishes in 11 races before 'tumbling' to a couple of second place finishes. In all the years we've published this magazine, we're hard pressed to think of a similar achievement.

⇓⇑I THINK SOMEONE IS BEING STUPID

I'm just back from the Western Pacific and am between boats. The thing that strikes me as being most unacceptable about being back in the USA after 13 years of living in Banana Republics is that there is a lot less freedom here. The United States is over-regulated. I guess because of all the people the bureaucracy got carried away with itself in the interest of protecting us from ourselves.

In my search for my next boat, one Sunday I decided to take a ferry over to Marin's waterfront and explore the place by bicycle. When I arrived to board at the A&W dock in Vallejo, there were over a dozen other cyclists with similar plans: Angel Island, the City and who knows where else. But due to a tangle in policy between the ferry company and the Coast Guard over "safety considerations", we cyclists were nearly turned away. Is this another case of the Coast Guard losing its 'good guy' image?

When I got to the Marin ferry in San Francisco there were no complaints about bringing bikes. In fact, there were nice accommodations for bikes on the main deck. The Vallejo to San Francisco ferry had a total capacity for 404 passengers; by taking away just a dozen seats and putting in a secure bike rake, wouldn't the problem be solved? Is the problem with the Coasties and their regulations, or is the ferry company trying to discourage cyclists? How can people use Angel Island bike paths if they can't get there?

I purchased a bike upon my return to the States because I wanted to be free of the curse of a car and do my part to help keep the planet from getting more polluted. I like the exercise, too. The crew on the Vallejo ferry was sympathetic, but cited company policy as a reaction to the Coast Guard's directives. I think someone is being stupid, and it's not me.

I think it's time to write some more letters, folks, before we lose more freedoms.

P.S. See the enclosed item from the June 1, *San Francisco Chronicle*. It reports that Coast Guard concerns over safety caused Crowley Maritime to prohibit the bringing of bicycles on their San Francisco to Alameda and Oakland routes.

Bill Hall
Vallejo

Bill — The perceived lack of personal freedoms is probably the most common grievance among returning cruisers. We think you're right on the basic causes; overpopulation and well-meaning but overly enthusiastic efforts by the bureaucracy to protect us from ourselves.

What to do about it? Given our often insulated and arrogant representatives and government officials, writing letters seems about as quaint as voting. Any other suggestions short of heading for the less populated regions of the Western Pacific?

⇓⇑COMMENTS LIKE YOURS ONLY HURT

I have just received a copy of an issue of your publication which contains a most despairing account of travel to Loreto, B.C.S. via our airline. Allow me to point out a number of false statements published in the letter from Carmine and Susan Calitri.

To begin with, Aero California, like nearly any international air carrier, requires passengers to check-in a minimum of one (1) hour prior to the scheduled departure. Any passenger who complies with this check-in requirement and is not given a seat is entitled, by law, to receive Denied Boarding Compensation. Apparently, Carmine

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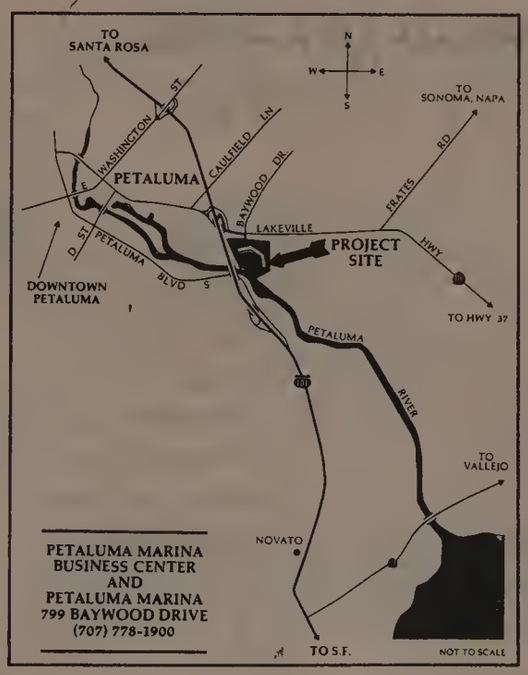

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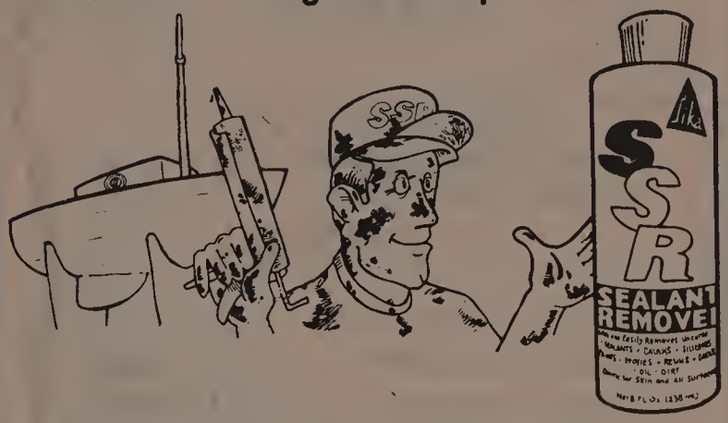

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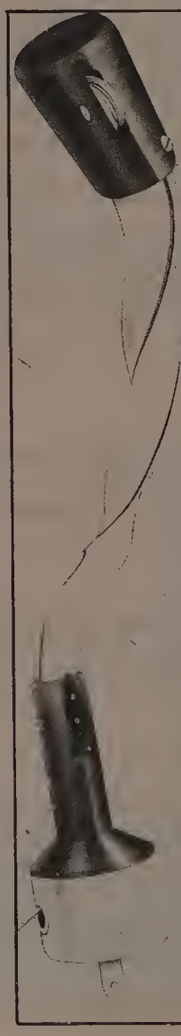

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and Susan were unable to comply with this check-in requirement.

Secondly, Aero California does not "historically book twice as many seats as there are in the plane". Like every airline, a small percentage of reservations are accepted over the capacity of the aircraft in order to compensate for no show passengers. For the record, Aero California's policy in overbooking comes nowhere near double the capacity of the aircraft.

Finally, we are most disturbed by your editorial comment that "these kind of things seem to happen to Aero California more than any one else". Upon what are you basing your statements?

Aero California only began its international service on June of 1989, after 22 years of operating domestically in Mexico. In the future, I would hope that before making editorial comments about the services of Aero California or any other company, you will offer the opportunity for a response from the accused.

In closing, please note that Aero California's decision to service Loreto (after more than 12 months of suspended air service to this resort following Aero Mexico's bankruptcy) represents to Loreto and Baja California Sur our company's commitment to revitalize this beautiful region of Mexico. Comments like yours only hurt the efforts of those trying to build awareness of this region's attractiveness to foreign visitors.

Gary Custer
Regional Manager, Aero California

Gary — We based our editorial statements on 1) personal experience; 2) reports from our travel agent on your sputtering attempts to commence the service; and 3) letters such as those from the Calitris (including one from a couple that had to cut their vacation short to meet a sudden change in your schedule).

The Los Angeles to Loreto route is not like San Francisco to Los Angeles in which there are hundreds of alternate flights; you guys are the only game in town. As such, we think you should feel a much greater responsibility to your customers — especially when you're trying to build a reputation for a resort area.

The Calitri's connecting flight, by way of Seattle and Reno, was delayed by snow. They called ahead to let you know they were coming. They arrived at the Aero California gate half an hour before the scheduled departure and a full hour before your plane actually took off. Their reception? Suddenly nobody at Aero California spoke English. They were denied seats and given no compensation whatsoever. We just got off the phone with Carmine Calitri, who while a relatively new sailor is already planning a two-week charter in Tahiti. A friendly guy, he was nonetheless adamant: "I will not retract any of the statements I made; Aero California made no effort whatsoever."

As for the one hour prior check-in, in all the hundreds of domestic and international flights we've taken, that bit of legalese was invoked just once. It was a case of a little airline out in the middle of nowhere with a problem. Their big plane was out of action, so they substituted two smaller ones with less capacity — and sent them out half an hour early. When other ticketed passengers arrived, they invoked the "one hour" bit to cover up for their lack of capacity due to broken equipment. Frankly, we'd be interested to know if there was ever an instance of ticketed passengers being denied a seat on a half-full plane because they hadn't arrived an hour before scheduled departure. We sincerely doubt it.

We are happy to be able to report that your service to Loreto has apparently become much more reliable; this according to Ralph Naines of The Trip, *who flies from L.A. to Loreto and back with some regularity.*

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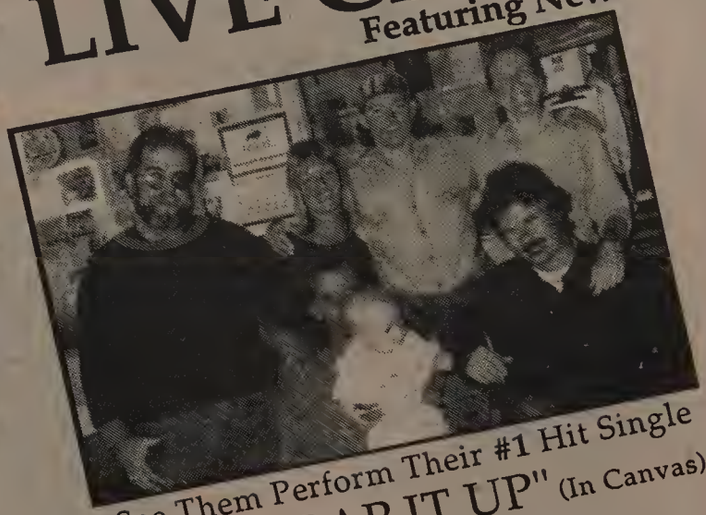

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LOOSE LIPS

One of the best ever.

Frank "Jake" Wosser, one of the legendary sailors on San Francisco Bay, passed away last month at the age of 71. "Jake was a hell of a guy," claimed son-in-law Jeff Madrigali, who is married to Wosser's only child, Susie. "He was also a great sailor, virtually unbeatable from the '40s through the '60s."

Indeed, Wosser accumulated hundreds of trophies and more than 25 Bay racing titles during his long and distinguished sailing career. A member of the San Francisco YC since he was 16, Wosser campaigned Stars, ICs (he won the Worlds three times) and, more recently, sailed a Kettenburg 40. He also won dozens of challenge cups for SFYC, and helmed numerous big boats such as *Windward Passage* to victory in the Big Boat Series.

A stockbroker in "real" life, Wosser's world revolved around racing sailboats on the Bay. "He had the touch," said Jeff. A three time Commodore of San Francisco YC, Wosser was known, respected and loved by many. He'll be missed.

Well, the Japanese haven't surpassed us in everything.

According to England's very fine *Yachting World* magazine, the rescue instructions found in one Japanese manufactured liferaft read as follows:

"Get hold on!! Help is at once!! If you meet with an accident at sea, please wait for help."

There's more, however, from the country that brought us the superior quality of Hondas, Walkmans and Casio watches. Once you have removed the emergency rations from the plastic case, you're instructed to fill out a leaflet that asks for your boat name, date and time. When completed, "Then have the case closely sealed with tape and drop it into the sea. The case, drifting, will inform your position of shipwreck to a rescue squad."

With all due respect to the high-tech capabilities of the Japanese, we think we'd rather have one of those 406 EPIRBs, even if they are built by slow-witted, all-thumbs Americans.

The answers to all your questions. (Well, some of them, anyway.)

Want to know where and when the nearest boating safety class starts? Can't figure out which side of the boat to put those funny red and green lights? Does an El Toro need CF numbers? Where's the nearest pump-out station? The answers to these and many other basic boating questions are now only as far away as your telephone. The California Department of Boating and Waterways, in cooperation with the Coast Guard, is sponsoring a new information service. You can dial (800) 869-SAIL (or 869-7245 for you acronymaphobics) any time of the day or night for information from 11th District Coast Guard headquarters in Long Beach. To get a live person, however, you need to call during normal business hours.

What it takes.

Once upon a time, if you wanted to someday command great ships, you ran away to sea at about age 11 and worked your way up from cabin boy. Nowadays? Well, take Captain Frederick Jacobsen, who has just been appointed Conservator of Ships for the San Francisco Maritime National Historic Park's seven-ship fleet. Among credits on the 47-year-old captain's resume (half of which must drag along the floor when unfolded) are studies at three universities; licensed marine surveyor; unlimited licenses for both sail and power vessels; four years in the Coast Guard; nine years as a deck officer on container ships; program director for the youth program restoring the wooden barkentine *Gazella* and lightship *Barnegat* in Philadelphia; co-owner and operator of a six-boat sportfishing fleet in Half Moon Bay; staff captain of the liner *Liberte*; and captain and sailing master of, among others, the 160-ft three-masted schooner *Shenandoah*, and the four-masted bark *Sea Cloud*. In all, Jacobsen has served aboard

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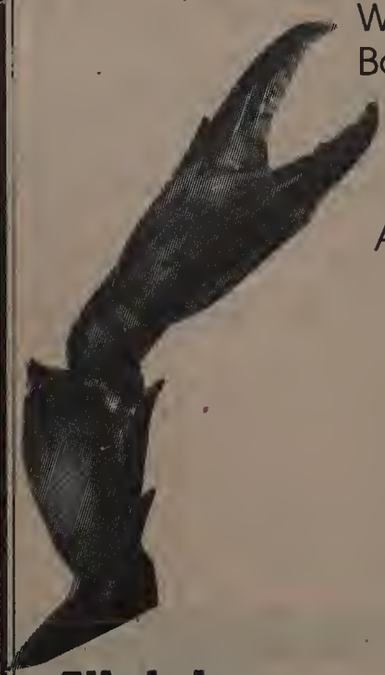

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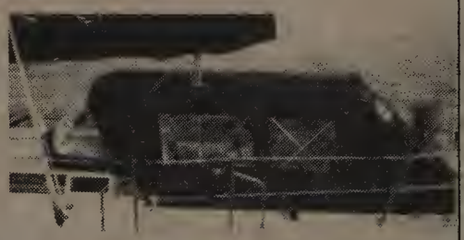

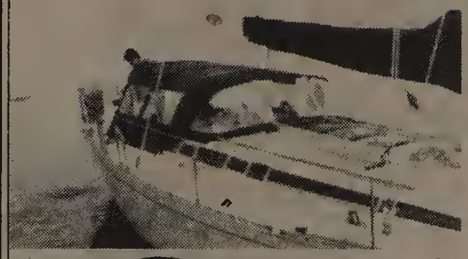

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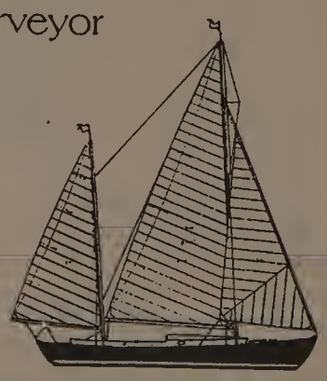

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LOOSE LIPS

48 different vessels in his career.

Yeah, we guess he's qualified.

Golden moldies.

Got an old mold sitting around gathering dust? Wondering how to keep the weather off if it's stored outside? Here's a great idea from the Mercury class: keep an unfinished boat in it. To do that, the class has assessed its membership a couple of bills each for the 'new' boat. When an order comes in, builder Ron Moore finishes off the boat and starts another one. The procedure keeps the mold fresh, and the class gives back... oh, sorry, "awards"... the donated $200 to two members a year, who are drawn by lottery at the fleet dinner of the National Championship Series.

Tow book for tow boats.

If you're organized enough to want a listing of companies offering towing and related marine services everywhere in the country, BOAT/U.S. has just such a guide available — and it's free for the asking. As with most things involved with this Virginia-based organization, we suspect that east coast listings are complete and comprehensive. However, we somehow think that there must be more than the two Delta-based towing companies listed for the whole of northern California. So hey, at these prices, you can look 'em up and write 'em in yourself. To get a copy of the *1990 Guide to Towing Companies*, write BOAT/U.S. Towing Guide, 880 Pickett St., Alexandria, VA 22304.

The doctor tells the patient, "You've only got six months to live."

"I want another opinion," says the patient.

"All right," responds the doctor, "You're ugly, too."

That's not very funny, but at least it's not true. Here's a true story that isn't funny. A veteran Northern California sailor spends almost all his free time during a seven year period building the 30-foot boat of his dreams. The sacrifices in free time, money and the relationship with his wife are great. In fact, the strains on his relationship are so great that just before the boat is completed, his wife files for divorce. There was only one way to finance the settlement; yep, the man had to sell the boat he'd just spent seven years building.

It might even help you find your way to the bank.

Many of you have Trimble Navigation on your boat; soon you may also have it in your financial portfolio. The Sunnyvale-based maker of navigation instruments such as GPS, Transit SatNav and Loran, announced plans for an initial stock offering expected to raise $25 to $30 million. Trimble earned $500,000 on sales of $31.9 million in 1989.

Grabbing for all life's got.

Guy LeRoux, who spent 30 years working for the J. Walter Thompson Advertising agency in New York City, took up boardsailing with a vengeance when he retired to Mill Valley in 1981. He was well known to locals at many Bay boardsailing locations as the guy who wore a portable radio and whistled Mozart while whipping across the water. On June 13 the 64-year old LeRoux died of heart failure at San Francisco's China Beach. At the time he was doing what he loved best; sailboarding.

Now it's Sir Michael Fay.

The most famous rebel in America's Cup history was recently knighted "for his services to merchant banking and yachting", according to an article in the June 16 *Auckland Herald*. Still no word on whether the New Zealand investment banker — who in April lost a lengthy and expensive court battle to overturn his A-Cup loss to Dennis Conner — is going to field a challenge in 1992.

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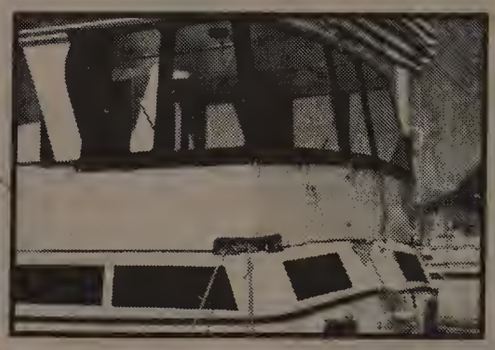

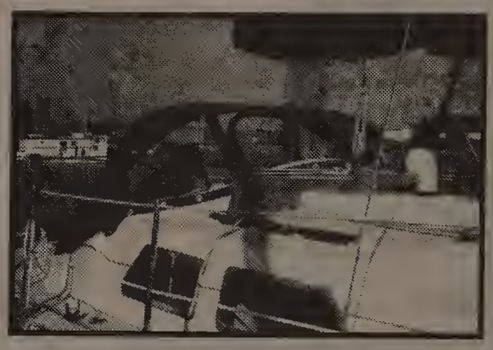

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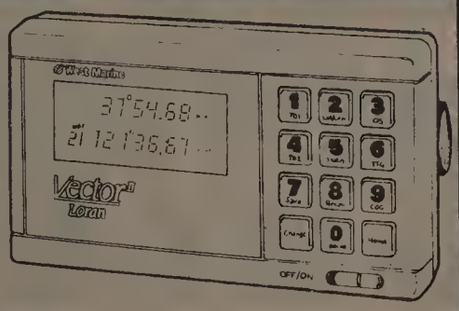

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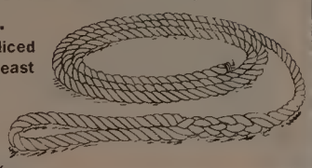

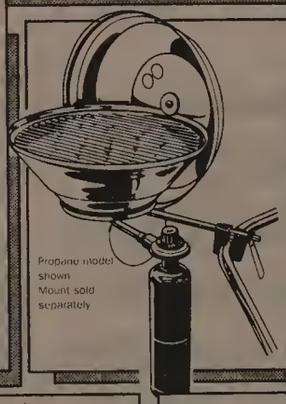

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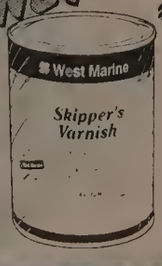

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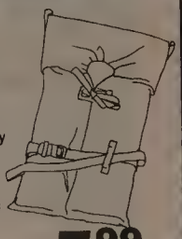

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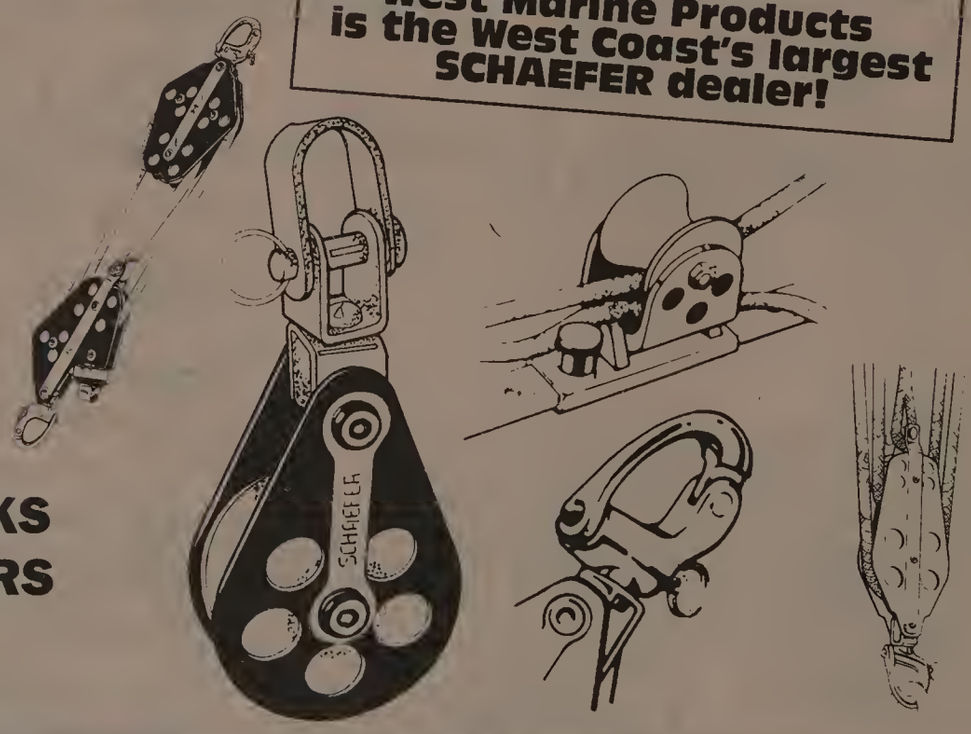

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Dinosaur

Snoopy

Dolphins

USCG Approved

TYPE II VESTS

Infants and small children get the added safety of a "heads-up" flotation collar, leg strap, and adjustable waist strap in these well built vests.

Infant's (under 30 lbs.) "Snoopy" Vest	418624
Child's (30-50 lbs.) "Dinosaur" Vest	418608
Child's (30-50 lbs.) "Dolphins" Vest	326165

Reg. $24.95 **Sale 19.95**

USCG Approved

TYPE III VESTS

Comfortable Ensolite foam, easy zip closure, and the security of leg straps on some models make these easy for active kids to wear.

Child's (30-50 lbs.) "Snoopy" Vest	245175
Youth's (50-90lbs) Long Vest	406934
Youth's (50-90 lbs.) Sans Souci Vest	214619

Reg. $24.95 **Sale 19.95**

Child's Snoopy

Youth Long

Youth Sans Souci

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kites to kaneohe

First the bad news: after thinking about it, we've concluded that doing justice to the sixth biennial West Marine Pacific Cup in the space allotted is next to impossible. The rest is all good news: a record fleet of 47 boats will compete in five divisions in this year's "Fun Race to Hawaii", which starts between July 2-5 (see box of entries). Each start will be off Saint Francis YC between late morning and early afternoon (adjusted so everyone has roughly the same current conditions); the starts are staggered so that everyone should finish within a few days of each other.

West Marine Pacific Cup Entries

Yacht	Type	PCR	Owner/Charterer	Home Port
DOUBLEHANDED (Starts Tuesday, 7/3)				
Beyond	Ericson 46	87	Haire/Lerner	Alta Loma
Lobo	J-33	91	Magrl/Magrl	San Jose
Illusion	Cal 40	128	Honey/Lindsay	Palo Alto
Perigail	C&C 35	130	Daniels/Edwards	Sunnyvale
Another Child	Hunter Lgd 35.5	144	Bankson/Baillargeon	Seattle
Juanita	Custom 38	150	Row/Row	Mt. View
Bonzi	Moore 24	156	Ansak/Manthrope	Sausalito
DIVISION A (Starts Monday, 7/2)				
Else	Pacific 40	155	Bruce Fowler	Alameda
Pleiades	Buchan 37	155	Peter Lange	Seattle
Fete Accomplie	Roughwater 45	156	Eugene Eisenberg	Napa
Our Destiny	HC 44	157	William Brill	Richmond
Sail A Vie	Tanton 35	162	Conrad Gac	Ventura
Good Times II	Ericson 35	171	Barry Bevan	Sacramento
Sabrina	Coronado 34	171	Thomas Hoynes	Alameda
Oregon Native	Crealock 37	172	Frank Delfer	Loomis
Ta Mana	Trisbal 36	176	H. Bernard Quante	Richmond
Erin	HC 33	189	Jim Sully	Huntington
Nimbus	Pearson 357	194	James Williams	Vallejo
Bare Assets	HC 33	195	Jerry Kunze	Reno
Saraband	Westsail 32	199	David King	Portland
No Drama	Yamaha 29	212	Colin Taylor	Bellevue
DIVISION B (Starts Tuesday, 7/3)				
Tropic Bird	Peterson 44	122	Randolph Palling	Richmond
Escape	Nordic 40	122	Phil Jones	Kentfield
Lapuwale	Sceptre 41	123	Ernest Jordan	Belmont
Allegro	C&C 37	123	Robert Smalley	Chula Vista
Mary II	Fairweather 38	135	Russ Dennis	Los Angeles
Cool Change	Passport 40	136	Philip Stolp	Kenwood
Glory Days	Pretorien 35	143	Andy Rothman	Palo Alto
Shearwater	Cal 35	144	Tom Tatum	Santa Rosa
Quixote	Hunter Lgd 35.5	149	Charles Farrell	Sacramento
Ghost	Morgan 38	150	Lou Ickler	San Francisco
DIVISION C (Starts Wednesday, 7/4)				
Pro Motion	Santa Cruz 40	53	Geoff Eisenberg	Watsonville
Ursa Major	Luffe 44	60	Cal Maritime	Vallejo
Beach Party	Farr 46	70	John & Pat Sprouse	Portland
Secret of Nimh	Express 37	80	Kent Greenough	Alameda
Tin Man	Barnett 47	81	Ned Flohr	Seattle
Rocinante	Beneteau 42	85	Alex Malaccorto	San Jose
Dandy	Baltic 42	91	Stef Clarke	Tacoma
H-Bee	Humboldt 30	99	Leo Fredrickson	Eureka
Petard	Farr 36	101	Keith Buck	Alamo
Chutzpah	Lee 35	102	Michael Roth	Tiburon
Westcoast Eagle	Norseman 447	102	Mark Miller	Bainbridge
DIVISION D (Starts Thursday, 7/5)				
Kathmandu	Santa Cruz 70	-54	Gene Twiner	Seattle
Meridian	Custom 70	-48	Tim Clark	Seattle
North Star	MacGregor 65	03	Fred Weibel, Sr.	Fremont
Oaxaca	Santa Cruz 50	12	Jim Ryley	Saratoga
Heart of Gold	Schumacher 50	19	Jim & Sue Corenman	Oakland

The 2,070 mile slide to Kaneohe Bay, Oahu, is once again raced under the auspices of the Pacific Cup YC, sponsored by West Marine Products and hosted in Hawaii by Kaneohe Yacht Club. The big guys will be gunning to beat *Merlin*'s 1986 elapsed time record of 8 days, 14 hours and 53 minutes (set when the finish was at Nawiliwili, which made for a 2,126 mile course). Everyone else will be fighting for corrected time honors, which don't always go to the biggest or swiftest boat. No one knows that better than Portland's David King, who finished next to last in the '88 Pacific Cup with his Westsail

cont'd next sightings page

panama

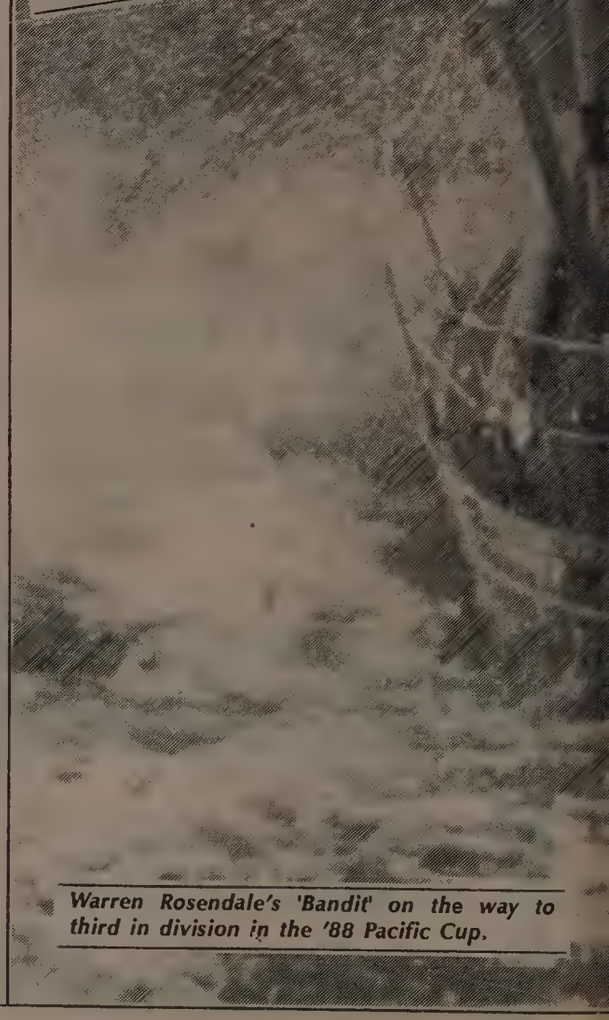
Ever wonder what it would feel like to be the ham in a ham and cheese sandwich? The owner and crew of *Flyer* found out last Easter while transiting the Panama Canal. The 'bread' in this sandwich was a tugboat on one side and the wall of the lock on the other.

Here's what happened, according to Sausalito's Eric Steinberg, who came through on another boat.

"Big yachts usually side-tie onto a tug for the trip through the locks. This particular tug was a new type, with a 360-degree rotating fan for power rather than a fixed

get an earful

As we go to press, plans have been solified between KGO Radio (81 on the AM dial) and West Marine Products for live coverage of the race. WM's Chuck Hawley will do on-site coverage from the Santa Cruz 40 Promotion. It's believed the coverage will air on the Morning Program (5 to 9 a.m.) with Jim Dunbar, although that had not been firmed up by presstime.



Warren Rosendale's 'Bandit' on the way to third in division in the '88 Pacific Cup.

crunch

prop. These tugs are so maneuverable that they don't need a stern line — they're able to hold the stern against the side of the lock with the fan.

"What they weren't taking into account this time was *Flyer*'s 12-ft draft. Once the boat was secured to the tug's port side, the tug skipper gave a boost of thrust to get his starboard side against the lock. But what happened is that the thrust 'bounced off' *Flyer*'s big keel, and the two boats started moving *away* from the wall. The tug skipper's reaction to this was to give a bigger

cont'd center of next sightings page

kites — cont'd

32 *Saraband*, yet walked away with overall honors.

King is back to defend his title, but with 47 boats entered this time, he'll have to sail brilliantly — or maybe get a little lucky — to retain his crown. Weather will also play a big part in determining the overall victor, as the staggered start could mean that the divisions experience entirely different weather patterns on the top end of the course (theoretically, they'll see the same weather on the crucial approach to the Islands).

With such a diverse fleet, it would be futile — not to mention potentially embarrassing — to attempt to predict winners. Instead, here's a quick rundown of some notable boats and crewmembers in ten different categories:

* **Smallest boat** — *Team Bonzi*, a Sausalito-based Moore 24 (ex-*Equinox*) sailing in the doublehanded division. The "Boys of *Bonzi*", Frank

cont'd next sightings page

LATITUDE/JR

kites — cont'd

Ansak, 30, and John Manthrope, 24, also have two other claims to fame: the lowest average crew age and the most "shoestring" effort. But if you could measure enthusiasm ("We're broke, but we're stoked!"), they'd probably have that category sewed up, too.

* **Biggest boat** — *Kathmandu*, a Santa Cruz 70 under charter to Gene Twiner of Ketchum, Idaho. She's also the fastest: If anyone's got a chance at blowing away *Merlin*'s record, it's Twiner and his talented Seattle-based crew. Navigation will be the key, and *Kathmandu*'s Bruce Hedrick (North Sails, Seattle) is one of the best.

* **Slowest boat** — *No Drama*, a suspiciously named Yamaha 29 sailed by experienced sailor Colin Taylor of Bellevue, Washington. *No Drama* rates an astronomical 212 (even higher than *Saraband*), and will go off with the first group on July 2. If she gets off the launching pad in a hurry, *No Drama* could be a factor in the overall standings.

* **Newest boat** — *Heart of Gold*, Jim and Sue Corenman's slick new Schumacher 50. *Goldie* also deserves mention for topping a few other categories: most IMS oriented (too bad it's an all-PHRF race), nicest interior and the only boat sailing with both her designer (Carl Schumacher) and her sailmaker (Kame Richards). Navigator Jim Corenman has done the last four Pac Cups — has anyone done all five to date? — and knows the way to Alohaland. Look for *Goldie* to finish well up there.

* **Most historic boat** — *Chutzpah*, the Bill Lee 35 that started the ULDB movement. The controverial 17-year old speedster won the TransPac overall in '73 and '75, only to ultimately be outlawed from further T-Pacs. She can still get it up in a breeze ("Pray for wind!"), and charterers Michael Roth and Dan Doyle, along with their four man crew, hope to carve another notch in the old gal's tiller.

* **Woodenest boat** — Okay, it's the only wooden boat this year: *Else*, Bruce Fowler's Alameda-based Pacific 40. Built as a TransPac racer (though she never went) in Holland in 1953, *Else* is also the oldest boat going. Recently upgraded (new engine, sails, etc.), *Else* rates nicely and will be sailed aggressively by Fowler and a four man crew. "We have a chance to do well," says Fowler, who did the '88 race on *Kialoa II*. "Knock on wood."

* **All Girl Crew** — *Perigail*, a C&C 35 sailing in the doublehanded division. Owned jointly by San Jose roommates Judith Edwards and Nancy Daniels, the boat (and one of their spinnakers) is a distinctive fuchsia color. The duo is short on experience, but long on desire.

* **Most Talented Crew** — *Oaxaca*, Jim Ryley's SC 50. The Santa Cruz based crew has 28 TransPacs/Pac Cups between them. The afterguard consists of skipper Ryley, watch captains Bob White and Andre LaCour, and navigator/sailing master Skip Allan. They're backed up by Dennis Bassano, Gary Tracey, Steve Leddy, Pepe Parsons and Ryley's 16-year-old son Grant.

* **Oldest skipper** — That honor goes to 73-year-old Fred Weibel, Sr. of the MacGregor 65 *North Star*. Weibel's boat is a cruising Mac 65 ("way too heavy for racing"), but he's in the race for the right reason: "It sounded like a fun thing to do!" Weibel, we imagine, will win in another category, too — best wine cellar (he owns Weibel Winery in Fremont).

* **Oddest crewmember** — We could mention a few of you that we know personally (ha, just kidding!), but you wouldn't come close to the "Admiral". At 14 years old, Admiral is the youngest crewmember in the race; probably has more miles under him than most 90% of Pac Cuppers; and is also the "coolest cat" in the race — literally. Admiral, it turns out, is a ringtailed Siamese cat who "gives the orders" on John and Bonnie Row's doublehander *Juanita*.

There's a million more little stories like the above that surround this, or any other, major ocean race. But, hey, why steal thunder from next month's full-length feature story? Kaneohe YC will be the place to be between July 13, when the first boats should start trickling in, and July 20, the night of the awards ceremony. We'll be there to cover the festivities, and can barely wait to get back to Hawaii again (though, we confess, we'd rather be sailing over than flying).

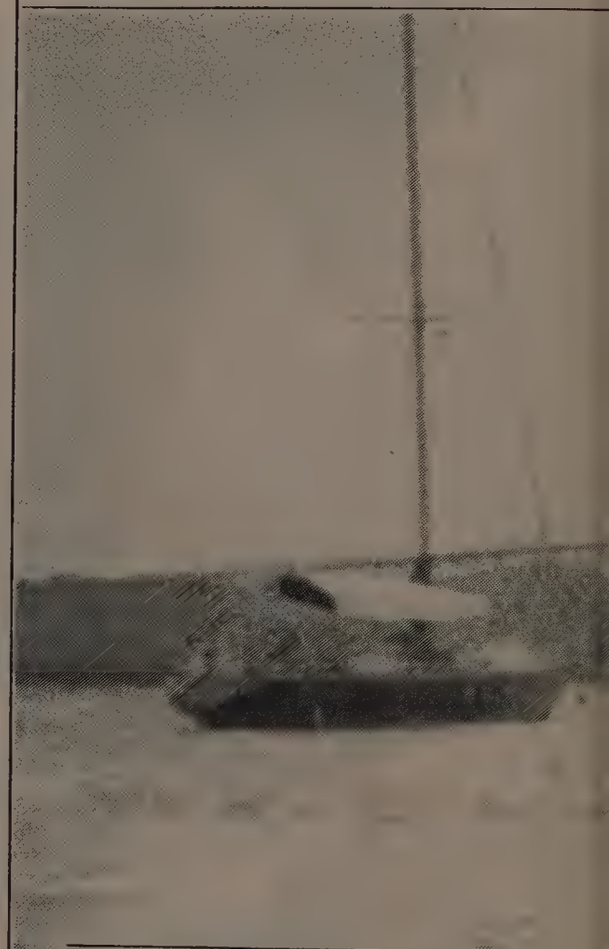
Meanwhile, if you can't wait until our next issue to learn more about this year's exciting West Marine Pacific Cup, why not pick up a copy of the Pac

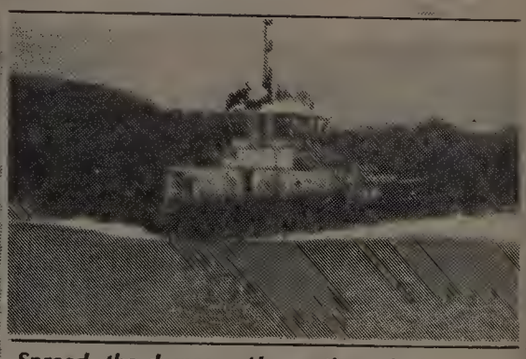
cont'd next sightings page

crunch

boost of thrust to the fan, which got them going even faster to port. They hit the opposite wall doing about 10 knots."

Fortunately, *Flyer*, a 76-ft Frers sloop which in her racing days won the 1981-82 Whitbread Race, was aluminum. (This was the second of two boats built by Holland's Cornelius van Rietschoten to wear the *Flyer* name. The first, a 65-ft S&S design, also won the previous Whitbread in 1977-78.) Though she incurred an estimated $1 million in structural damage, she was not holed — and reportedly didn't even spring any leaks!





Spread, the damage. Above, the culprit.

— cont'd

"A glass or wooden boat would have been history," says Eric.

As seems so often the case in mishaps of this magnitude, *Flyer* had recently been restored and revamped into a maxi-cruiser by her present Dutch owner (not van Rietschoten), who was embarking on a round-the-world cruise.

As Eric understood it by the time he left Panama, the Canal Commission had agreed to pay for the repairs and *Flyer* was due to be put on the deck of a freighter and shipped to Derecktor's yard in Florida.

kites — cont'd

Cup's recently published 46-page color race program? It's bound to become a collector's item, crammed as it is with race history, information and a much more in-depth preview than we could ever do. The programs are available for only $2 at your nearby West Marine Products; get 'em while they last.

just the facts

Easily the most entertaining of the dozen or so association newsletters we receive each month comes from the Moore 24 class. Like the boats they sail, these people are fast and fun and, okay, maybe a little bit crazy. Naturally, their newsletter reflects their spontaneous, go-for-it attitude—what other class

cont'd next sightings page

ERIC STEINBERG

facts — cont'd

rag would lead off with a "From the Pres" column that begins, "Hey there, hi there, ho there!"? (Or is that just how people talk down in Santa Cruz?)

One segment of the May 1990 *Moore 24 News* especially caught our eye: the results of their recent owner survey. Compiled by a "team of top-notch statisticians" using a "Megabrain 12/11-F" computer, the results capture — quite concisely, we think — the long sought-after profile of the average Moore 24 owner. We'll warn you up front, it's not a pretty picture (had the survey asked, we're sure their favorite band would have been "2 Live Crew"). At least these Moore 24 characters had the guts to publish the truth about themselves, so — in the interest of responsible journalism — we've decided to run their findings unedited and in their entirety:

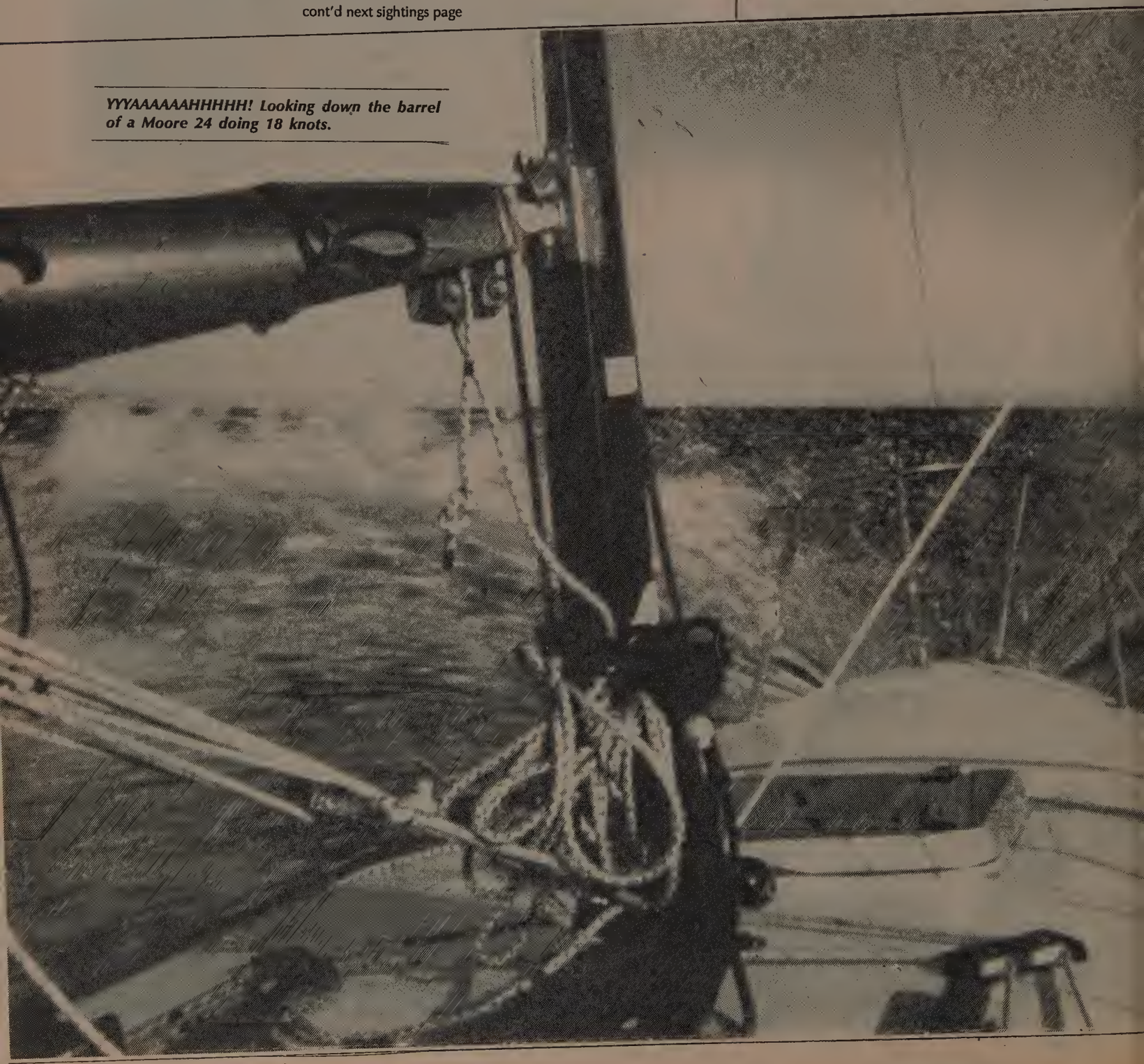
* *The typical Moore 24 owner is 6 feet tall, 180 pounds, with either blue or green eyes. He/she is generally employed, although there are no two who do exactly the same thing at the same time.*

cont'd next sightings page

the little regatta

Musicians do it; comedians do it; baseball players do it; even car racers get together now and then to raise money for a worthy charity. But with all the flashy, big bucks events going on in sailing these days, it's almost embarassing to note that the number of local charity races can be counted on one hand with enough fingers left over to play a Beethoven concerto. (Just for the record, the only ones we can think of are the United Way Regatta in Santa Cruz and the Doublehanded Lightship.)

Which makes us doubly happy to announce the first annual Full Circle Regatta for up-and-coming junior sailors aged 9 to



YYYAAAAAAHHHHH! Looking down the barrel of a Moore 24 doing 18 knots.

that could

19. The dates are July 28-29 and the site is Belvedere Cove. Proceeds go to Full Circle Programs, Inc., a nonprofit organization that gets abused and emotionally disturbed boys back into society, as well as preserving or reunifying families.

Though one of four similar seminar/regattas held under the auspices of the year-old Northern California Youth Sailing Association, the high visibility of the FCR is expected to make is something of a "junior Volvo" event — the showcase competition of the summer for juniors. It's

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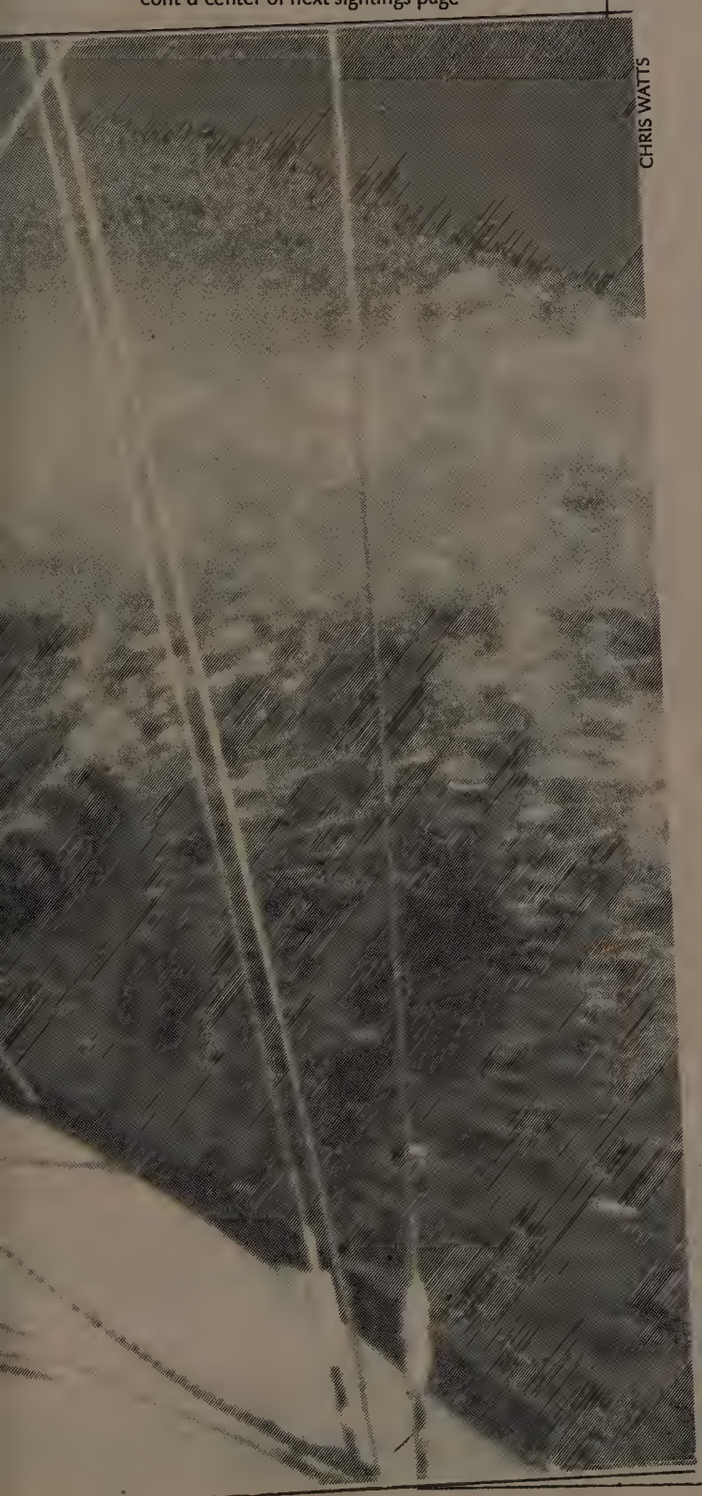

CHRIS WATTS

facts — cont'd

** The average Moore 24 owner has 1.173 children, none of which have any desire to sail (at least not on your boat).*

** Most owners are dog people, although one sicko said he preferred water buffalo.*

** 57% of Moore 24 owners' right feet are a bit wider than their left feet.*

** 81% of all males are satisfied with the size of their penis. The data from their spouses is inconclusive at this time.*

** On the average, you are 36 years old and have been sailing 15 years.*

** The paper/plastic question was a bit ambiguous. We were referring to what you wear over your head at the end of a bad day. Fortunately, most of you said paper. Safeway #1/7-65 is quite fashionable, although some prefer the more trendy Lucky #1/6-70.*

** Top boatspeed ranged from 8 to 75 mph, depending on wind, water and trailer conditions.*

** Most of you prefer not to paint your toenails.*

** On the average you race your boat 15 weekends a year.*

** 53% of you feel that the "Little Red Riding Hood" story serves as a good moral lesson by providing excellent insight into the interaction between the concepts of good and evil, although it fails as an adequate metaphor for the evolving roles of Eastern and Western civilization. This purpose is much better served by "Goldilocks and the Three Bears". 65% of you are strongly opposed to graphic violence of any sort in children's stories, and feel that both books should be banned/burned along with "The Three Little Pigs" and "Jack and the Beanstalk".*

** Best hat size response: "2nd hole from end (light air); 4th hole from end (heavy air)".*

** Most of you have had sex on your boat, although nobody mentioned how many partners were involved (if any). One person highly recommends the use of kneepads. To those of you who have used your racing sails, we know who you are!*

point bonita and the lunar eclipse

The YRA Board of Directors meeting last summer began innocuously enough. But then the moon went into eclipse, several planets conjuncted, solar flares bounced off speeding comets, sending trillions of gammas of concentrated... uh,... stuff streaming directly into the meeting and, well, summer sailing will never be the same again.

The original proposal was YRA president Bruce Nesbit's plan for a season wind-up regatta, which would feature two days of buoy racing for all YRA classes. Not bad, attendees admitted, except for the high degree of burnout at the end of the season. John Clauser of Berkeley YC came up with the idea of moving the event to the first week in August, where it would be billed as a "second season opener." That way, it would take advantage of the renewed enthusiasm that follows the July break in YRA racing. He suggested a big, two-day, three-race format, punctuated by a big party at BYC Saturday night.

Paul Kamen of Cal Sailing Club, tired of racing around the same buoys week after week, had in mind something more along the lines of a "grand tour of the Bay". He thought the season wind-up could be a single race, started by CSC on the Berkeley Circle, and proceeding through all the YRA course areas to finish somewhere up the Estuary. One of the Estuary clubs could no doubt be persuaded to host the requisite big bash.

From what scientists can now tell, it was about this point that the room was flooded with those aforementioned trillions of gammas of concentrated cosmic 'gray water' from the great holding tank of the Solar System. When the bureaucratic stardust had settled, here's what had fallen out.

The race would be held on the first Saturday in August, per John's "second season opener" suggestion, and finish up the Estuary per Paul's idea. But the course — it had to be unusual enough to be fun and interesting, yet conditions had to be sufficiently straightforward for good racing. It turned out that a few of the Board members had recently sailed in "Point Bonita and back" races, and had nothing but good things to say about that course.

That settled it. The race would start off Treasure Island, round the buoy off

cont'd next sightings page

eclipse — cont'd

Point Bonita (or Yellow Bluff for those who don't feel up to 'ocean' sailing that day) and finish in front of Encinal YC. With any luck, the Second Season Opener would someday duplicate the 90-year success of the Vallejo Race, and keep enthusiasm going for YRA racing in general.

EYC was more than willing to host the race and Saturday night party. In fact, they had actually been looking to take on a big-format event for some time. Once the club committed, EYC's Shirley Temming ran with the idea, even sending a delegation to Vallejo this year to observe the logistic considerations of such a large event firsthand. (Wow. They really drink *that* much beer?) Encinal has even expanded the format somewhat, using the following Sunday for "flat-water" racing within the confines of the Estuary.

All involved expect the party to be every bit as good as the world-class Vallejo bash. Also like Vallejo, if you're not entered for the YRA season, you can still sail the Second Season Opener for a one-time entry fee of $35. (Want to do the second half? It's only $70.) For details, call the YRA office at 771-9500.

Was a lunar eclipse necessary to create this event? Will it take another celestial round-down to stop it? Will it be as much fun as the Vallejo Race? Will there be a special prize for the first boat in each class to get its entire crew into the EYC swimming pool?

There's only one way to find out.

russell's longshot

One of the Holy Grails of yachting — *Crossbow II*'s legendary 1980 speed record of 36.0 knots — is under attack as we go to press. Four unique boats, including one belonging to San Francisco's Russell Long, are currently endeavouring to best *Crossbow II*'s decade-old milestone in private trials at a high wind/flat water "sea ditch" in Texas City, Texas (one hour south of Houston). The trials, held June 23-29, are being overseen by the Royal Yachting Association (of England); assaults on the record are being measured over a 500 meter course.

Actually, the world speed record is held by a sailboard (42.93 knots, set by Frenchman Pascal Maka in January, 1990). What Long and the other three challengers — Greg Ketterman of Los Angeles and Texans John Maudlin and Mike Zuteck — are after is the "fastest *boat* in the world" record. Each has devised a custom flying machine which they hope is fast enough, as well as strong enough, to break the record. (At the Texas City ditch in 1983, winds up to 80 knots completely disintegrated the Harken Brother's well known speedster *Slingshot.)*

Long's boat, cleverly named *Longshot*, is a short (14-feet overall) and wide (18 feet) Greg Ketterman designed "trifoiler" (i.e., a trimaran on hydrofoils) featuring a double wing mast, one on each hull. The new generation of speed boats, explains Long, is different than previous ones, which tended to be more like *Crossbow II* (an asymmetric catamaran with a single huge sail rigged on each hull, one sail staggered slightly in front of the other). "Our design has the potential to go 50 knots, given 30-35 knots of wind," claimed Long, who will be the boat's sole crewmember.

"Our team has developed a breakthrough in hydrofoil design," explained Russell. "Basically, Ketterman has solved the hydrofoil problem by using 'articulating hulls'. It's actually a pretty low tech solution to a high tech problem. When the spray settles, I think Ketterman's name will be a household word among sailors." Other members of the *Longshot* design team include Hawaii's Barry Spanier and Santa Cruz's Larry Tuttle.

Though Long's boat won't be launched until just before the event, he has spent some time in the prototype, at one point clocking 27 knots in just 12 knots of wind. The driver, he explains, is strapped in with a seat belt to the middle 'torpedo tube' and wears goggles to protect him against the spray. "It's more like racing cars than sailboats. There are some major G-forces in the turns!" enthused Long. "It's even more fun than the Ultimate 30!"

The other contenders are a near-sistership to *Longshot*, sailed by her designer, Greg Ketterman. Maudlin's boat is *Phyfly*, a catamaran foiler sporting a single rig. The last boat is Zuteck's *T-Squared*, a much modified

regatta — cont'd

expected to pit as many as 100 young skippers from area yacht club junior programs against one another in both Laser and El Toro classes. As with other NCYSA events, Saturday will be given over to symposiums by class 'rock stars' on rules, rigging and boat handling. The races will be Sunday between the co-hosting San Francisco and Corinthian YCs (or possibly

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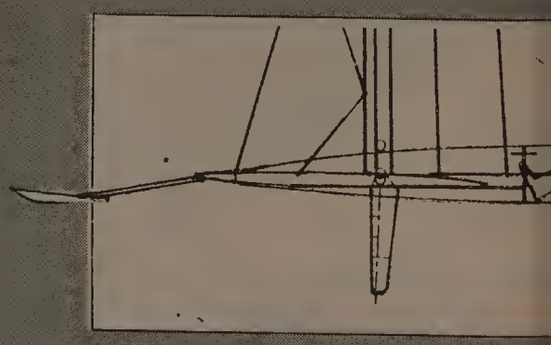
MITCH PERKINS

Above, Russell Long. Spread and inset, a CAD/CAM impression of 'Longshot'.



longshot — cont'd

Tornado cat featuring a Windsurfer-like canted rig. "They're the four fastest boats in America today," said Long. "However, I figure Ketterman's and my boat have the best chance at the record."

By the time this issue hits the docks, the speed trials will be over. Whether or not a new record is established, Russell Long's attempt, in particular, will not have been a failure: he is using *Longshot* as a vehicle to support the work of environmental groups like the Natural Resources Defense Council, a group committed to keeping our oceans clean. Towards that goal, *Longshot* will sport 3.5-ft diameter anti-oil rig logos (the familiar red circle with the slash through

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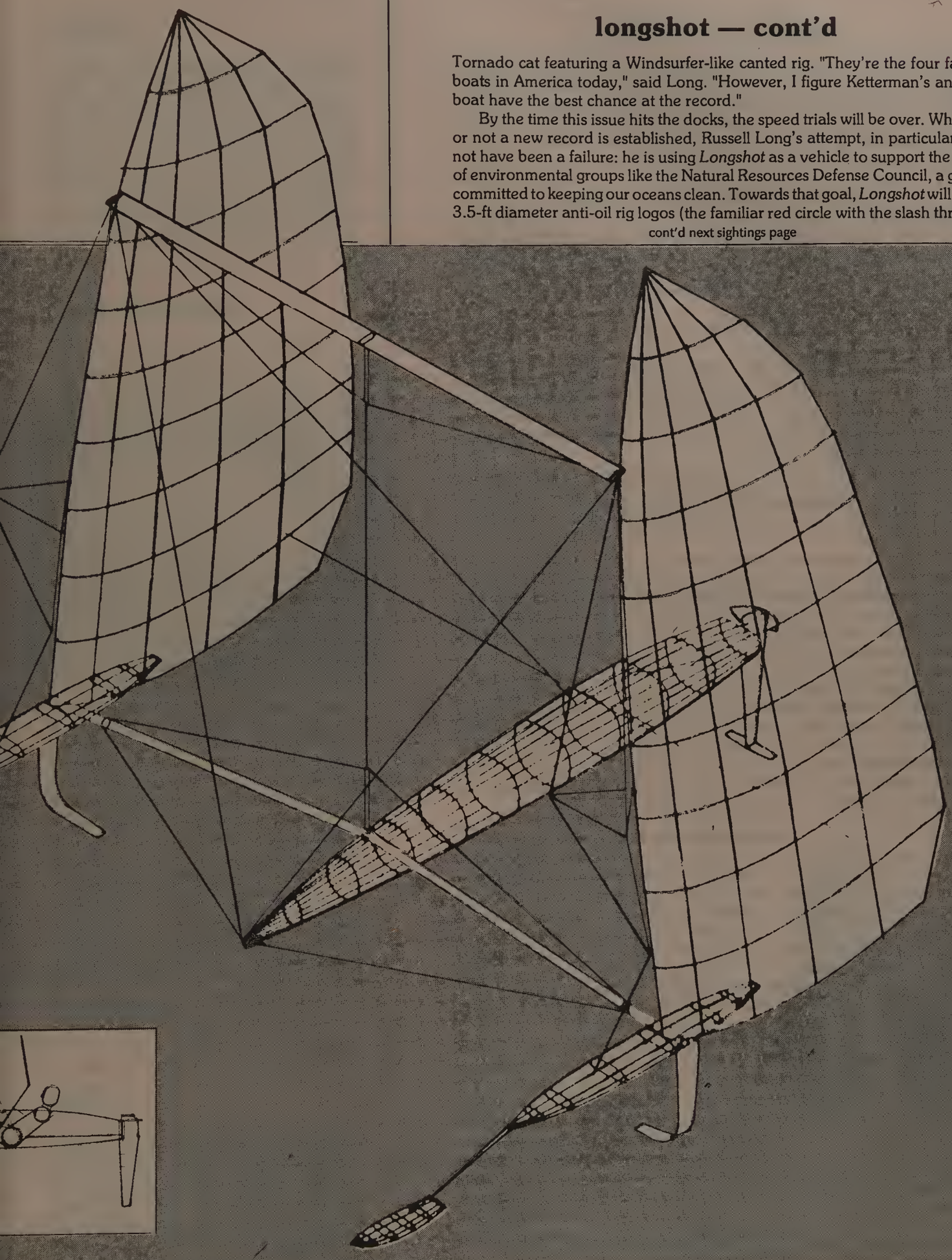


longshot — cont'd

the oil rig) on each sail. Says Russell: "We're going to Texas, the very heart of oil country, with the intention of delivering a message about the evils of offshore oil drilling. It's an abomination! We hope to increase people's awareness of the offshore drilling problem — and the alternatives to it — by drawing attention to it through breaking the sailing speed record."

bob allan's big adventure

Bob Allan of Carmel swears he's trying to take it easy these days, but high drama tends to follow this 69-year-old like a shadow on a sunny day. Take the visit to his doctor in Orange County last February. Just after he told Bob he had to take it easy, the La Habra earthquake struck, knocking down the bookshelves in the medical office.

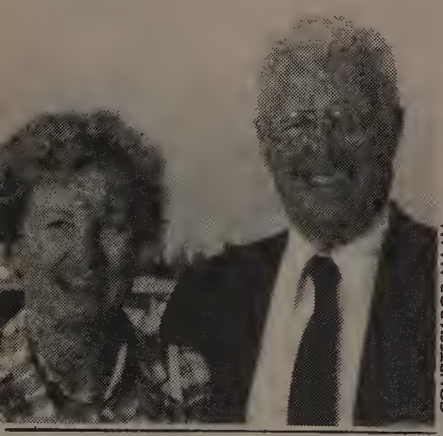
"Mr. Allan doesn't cause earthquakes," the shaken doc reasoned after the temblor. "But wherever he goes, excitement seems to follow."

It's kind of been that way ever since the Detroit native was a kid. He pursued both business and sailing with a passion, achieving considerable success in both. In the former, in 1969 he rose to president of Litton International. In the latter, he's held many titles. Two of the ones of which he's most proud are "Father of collegiate sailing", and overall winner of the 1967 TransPac in his Cal 40 *Holiday Too*.

A decade ago, at the height of his business success, Allan was stricken by a heart attack that required a quadruple bypass. He retired and moved to Carmel, hoping to recoup enough to get more sailing in. Unfortunately, continuing heart problems have kept him landbound much more than he'd like.

Following an operation a couple of years ago to implant plastic tubes from his heart to his legs, Allan was looking forward to spending some time on the water with his wife and 16-year-old grandson. So the trio went south last July to take Allan's Cal 34 *November* to Catalina. But on the way to the boat, which is moored in the Balboa yacht basin, Bob noticed smoke coming from a docked 45-ft cabin cruiser. He immediately jumped into action.

Allan arrived at the flaming boat about the same time another passerby plucked a 1-year-old child from its deck. Not pausing to think about his actions, Allan immediately dove into the smoke-filled interior to check for other people. Finding none, he returned to the dock where he and a gathering crowd turned a fire hose on the burning vessel. The force of the water shattered a window on the yacht and the infusion of oxygen set off an explosion. Fortunately, the fireboat arrived shortly thereafter and finished extinguishing the blaze.



COURTESY BOB ALLAN

Harriet and Bob Allan.

"I knew I was taking a chance," he says, "but I didn't know what else to do."

Just to be on the safe side, Bob, his wife Harriet (who he met while sailing on the Stanford Sailing Team in the early 1940s) and grandson Scott Jr., decided to put off the cruise for a couple weeks so Bob could recover from his "relaxing" weekend. *November* finally headed out for Catalina near the end of July. Except for some electrical problems that left the boat without power, everything went well.

Then, on the way home, about 8 miles from Long Point, Scott spotted a vessel that appeared to be — sinking! By the time Bob sailed over to find two men and one woman struggling to stay afloat with only one life jacket among them, the 24-ft sloop was underwater. Turning the helm over to Scott, who's a high school sailing champion, Bob put out an emergency call on his handheld radio. Not sure how much range the little unit had — the boat's main VHF had died along with the rest of instruments — he was surprised to hear immediately from the Coast Guard station on the mainland. Bob thinks

cont'd next sightings page

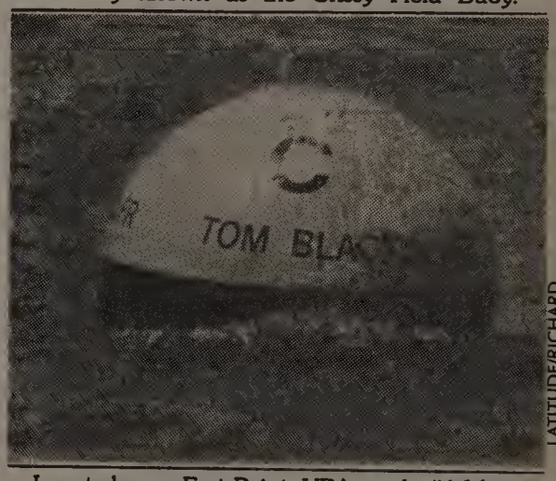
regatta

Richardson Bay depending on the weather).

Though they've already found pretty decent community support, Full Circle plans to actively seek additional sponsors up to the day of the event. On board so far with donations of T-shirts, game tickets, Bay cruises and so on are Esprit, Mistral, Spinnaker Sailing, the 49ers, the A's, the Giants, the Warriors, Transfer Connection (a T-shirt graphics firm), Matthews Top of the

blackaller buoy,

Easily one of the most-rounded weather marks in west coast racing is the steel ball formerly known as the Crissy Field Buoy.



LATITUDE/RICHARD

Located near Fort Point, YRA mark #16 has long represented the upwind pinnacle of main-Bay races. It was therefore more than fitting earlier this year when the buoy was renamed in honor of the late Tom Blackaller. If we had a dime for every time he bashed a boat around that mark, we'd probably be rounding it these days in something along the lines of *Longobarda*.

Although the dedication happened back in March, it wasn't until just recently that the buoy was "christened" with its new name. In our March *Sightings* item, we neglected to say how the dedication came about. Christine Blackaller, Tom's widow, filled us in.

"It was Dave Allen's idea," she says. "Dave and Tom were longtime friends who

say

Ever wonder where all those great, expressive photos we feature come from that are taken *during* races? Well, though the editorial contingent here at *Latitude* tries to keep our hand in the sport as much as deadlines will allow, the truth is that many of the photos we use are taken by sailors just

— cont'd

Hill, Typeworks and Bon Apetit. Of special note is a generous cash donation from Orbit Semiconductor, Inc. At this writing, they're most interested in finding someone to supply about 150 canvas gear bags. For more information on entering the event, call NCYSA director Pat Andreasen at (415) 357-0259. For more on sponsoring (individual donations are also welcome) or Full Circle itself, call Susan Little at 499-3320.

blackaller fund

raced with and against each other for many years.

"After Tom's death (in September if 1989), the idea of naming a trophy or regatta after him came up almost immediately," she continues. "But Dave felt the memory of Tom and his lifelong contributions to the sport of sailing would be better served by renaming the Crissy Field Buoy for him, and the family and his close friends agreed. I'd like to thank Dave, Bob Thalman, Tom Allen, Bob Eldridge and everyone else who participated in making the dedication possible."

In conjunction with the buoy dedication, the friends and family of Tom also formed the St. Francis YC Foundation, Tom Blackaller Fund, a program to support and fund young sailors in national and international events. One goal of the fund is to raise at least $100,000 by September. The principal would be endowed, with awards for deserving juniors (who don't have to be StFYC members) granted from the interest.

To help reach that goal, a six-member "founders group" has promised to match any donations made. If you donate $100, they'll throw in the same. As we said in March, this is something Tom would really be proud of, and we hope everyone who can will help out.

For more on the Blackaller Fund, contact Lisa or Christine Blackaller at 331-1324, or Bill Twist at 885-1700. For a look at the Tom Blackaller Buoy, put up your foulie hood, harden up and start that long beat to windward.

cheese!

like you. And we love 'em — they provide a real "up close and personal" feel that post-race dock shots just can't convey.

We've been actively trying to encourage this practice for some years now by supplying film to offshore race participants.

cont'd center of next sightings page

bob allan — cont'd

the fact that he used his Coast Guard Auxiliary "handle" to make the call may have speeded things up.

"They knew I was for real," he says.

The CG passed him to the Catalina harbormaster, who relayed the call to the LA County Sheriff's high-speed rescue boat that happened to be on Catalina.

In the 12 minutes it took for the rescue boat to arrive, the Allans secured the trio to *November* with looped lines and additional lifejackets, then sailed in slow circles. Although he was rigging the boom to hoist them aboard one by one, Bob was afraid he'd really blow a gasket if it came to that. Luckily, the rescue boat picked them up and took them back to Catalina.

For his efforts, last month Bob received a pair of awards from the Coast Guard, including the Plaque of Merit, the highest commendation the CG gives for risking your life in a rescue operation.

Allan also came away from the experiences with some valuable lessons, including:

* If you're battling a fire on a boat, disconnect the shore power before you start throwing water on it. No sense adding electrocution to the list of possible injuries with all that water flying everywhere.

* Try not to break any windows when you're fighting a fire. The inrush of oxygen could be just what a starving fire needs to really get going — or to cause an explosion. Also, wet down the boats in the vicinity before you turn the hose on the burning craft. That will help contain the fire.

* Make sure your marina has a fire call box. (According to Bob, the closest one at Balboa was six blocks away.)

* Invest in a handheld VHF radio, which proved invaluable in *November*'s no-power situation.

Having committed many of the above mistakes, Bob thinks it would be a good idea for harbormasters to arrange seminars where firefighters could tell people the proper way to fight a boat fire. "It would also be a good idea for harbormasters to arrange regular fire drills," he says. "You'd be surprised how hard it is to maneuver hoses and other equipment around on docks."

By the way, Bob Allan is keeping his excitement to a minimum these days. He exercises when he's supposed to and at least tries to get enough rest. But when you've been a magnet for excitement all your life, it's only a matter of time before the next adventure.

— shimon van collie

final notice

A letter in the April issue requesting information about the yawl *Querida* touched off intriguing memories for some readers. In the letter, designer William Garden was searching for a photo of the 36-ft yacht he designed and Emerson Doble built back in the early '50s in Alameda. He had heard that the boat's owner, Jim Francis, had passed away several years ago.

During a conversation with Sausalito's Hank Easom, we found out that he had run across Francis' daughter-in-law, Mary, at the Nut Tree Restaurant up near Fairfield on I-80. They got to talking and Hank soon realized this was a pretty interesting story. We tracked Mary and Jay Francis down in Oakland to get the details.

Jay says his dad took delivery of *Querida*'s hull from Em Doble and finished the boat off himself with the help of Jay and his brother Ben. Jim was a true handyman who owned a metal castings business in Richmond. In addition to the cabinetry and rigging work, Jim even cast the winches and life-rail fittings himself. Jay and Ben spent most of their time cutting the 10,000 wooden plugs necessary to fill fastener holes in the planking.

Launched in 1952, *Querida* (which means 'dear one' in Spanish) became the family racing boat, sailing out of Alameda and Oakland Yacht Clubs. Jim and his wife Alice spent thousands of hours on the boat with their kids. After 16 years of racing, they decided to spend more time pleasure sailing. So Jim modified the rig a bit for easier handling and installed a self-built freezer.

"They had a lot of fun with that boat," says Jay.

cont'd next sightings page

final notice — cont'd

During the late 1970s, however, things began to change. Jim and Alice, who were known by their Spanish nicknames *Jefe* ('chief') and *Chula* ('pretty one'), saw a couple of friends go through debilitating illnesses and the accompanying physical deterioration. In 1978, Jim suffered a stroke. His doctors told him to expect another one, after which he would probably be tied to a life support machine for the rest of his life.

Jim and Alice determined that they didn't want to die an undignified death. At some point, they hatched a plan between themselves to end their lives their own way. For nine months, they prepared and put their lives in order.

"Jim was a gruff kind of guy," recalls Mary Francis. "I remember one evening, though, when he came over and announced that he wanted to see his grandson. There was something different about him that night, something I can only see now in retrospect. They were really very dear people. They had led a full life and simply wanted to control the way they ended it."

Under the cover of telling people they were going up to the Delta for a week, Jim and Alice finally carried out their plan on their wedding anniversary in 1980. Instead, they sailed out the Golden Gate and headed south toward their favorite cruising spot, the Monterey Canyon. Fifty miles west of Monterey, where the water is a few thousand feet deep, they pulled the plug.

"A few days later, we received a letter that they had mailed before leaving," says Jim. "It explained everything."

"It might sound strange, but they never seemed happier than they were before that trip. We held a memorial for them at the house. They were committed to going out in style, and they did."

And that's what really happened to *Querida*. It's hard not to grope for some way to put the Francis's story into perspective, or to pass judgment on their actions, especially in these days of 'suicide machines' and the whole right-to-die issue. So maybe we'll just leave the moral conclusions of this most unusual sea story up to you.

— shimon van collie

the big bang theory and other head trips

A back alley mugging of *Latitude 38's* newest employee with a sailboat boom? That's what the accompanying photograph may appear to depict, but it's actually a simulated round down gibe to test Boom Guard, a *cabeza*-saving safety device for sailors developed by Mark Silveria of Oakland.

If you've spent much time sailing, you've no doubt been hit in the head with the boom, your girlfriend has been hit in the head with the boom and your kids have been hit in the head with the boom. Fortunately, most of these have probably been light taps that cause a little more than tears. Those of you who have been hit hard enough to see stars know how dangerous a boom blow to the head can be. Indeed, we can recall at least two good California sailors who were knocked overboard unconscious and drowned as a result of being struck by a boom.

Silveria, who himself was knocked out for ten minutes as a result of a hang-gliding accident, created the Boom Guard to prevent boom injuries and death. The concept is very simple; pad the exterior of the boom with about 1½ inches of Ensolite closed cell foam so that blows to the head will be absorbed by the foam rather than the skull.

When we first heard of this concept over the phone, we thought it was nice in theory but would look ridiculous. We were wrong. Silveria's Boom Guard is a handsome-looking, snug-fitting piece of work that doesn't permanently alter a boom in any way.

Boom Guard is made up of four parts. At the very bottom is a layer of nylon netting that keeps water from being trapped in contact with the boom. Then there are a number of layers of Ensolite foam, some of which are 'channeled' to conform exactly to the shape of the boom. And on the top there's a combination of neoprene (for tension) and Cordura (for ultraviolet resistance). You can even have your boat name sewn into the Cordura if you want it to look snazzy.

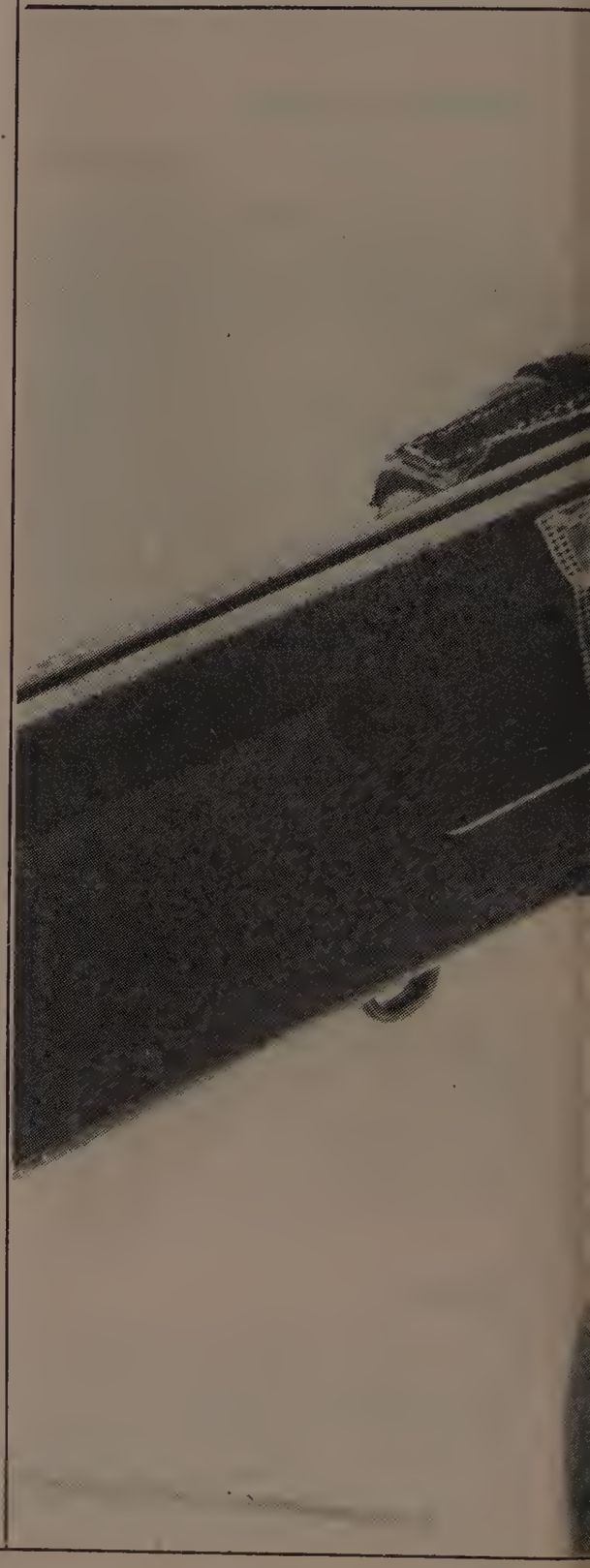
The padding system attaches to the boom with two long Velcro strips

cont'd next sightings page

cheese

This year, we got to thinking, why not make a contest out of it? You know, some added incentive to push offshore photography to dizzying new heights.

So here's the deal. We've supplied a film to some boats in both the Pacific Cup and Catalina Races. If yours wasn't one of them and you want to take part, we use 400-speed black and white (Kodak Tri-X or Ilford HP5). The theme is "having fun on an



— cont'd

ocean race". Categories will include: most artsy photo; most unusual; funniest; best racing action; best pretty girls/handsome hunks; and whatever other categories emerge when we see the the finished product. Aside from optional bare chests, please keep keep all photos PG-rated.

A few pointers, suggestions and hints: Forget pictures of jumping dolphins (all you

cont'd center of next sightings page

head trips — cont'd

that run the length of the boom on each side of the foot. Thus no holes that need to be cut into the boom and the Boom Guard can be put on or removed in just a minute or two. The connections for the mainsheet and vang are accommodated by cut-outs.

All in all, it's a very practical and handsome product. Boom Guards, all of which are custom, start at $195 and run about $375 for an 11-foot Olson 30 boom. It may also be possible to have a Boom Guard made that only covers the part of the boom that swings through the cockpit.

If you've been hit in the head by a boom too hard or once too often, you might think of giving Mark at call at Wolf Windsports, (415) 653-7511.

LATITUDE/RICHARD

short sightings

BRISTOL, RHODE ISLAND — If all goes as planned, Eric Goetz Custom Boats of Bristol, maxi-maker extrodinaire, will begin construction of Dennis Conner's new America's Cup boat in early July. Built of state of the art materials (the hull will be prepreg carbon fiber), and to the new 75-ft America's Cup Class design, the boat will actually be the first of as many as three that the Conner camp will build and sail in preparation for the 1992 defense. Dave Pedrick is the naval architect of record for the design of the boat, but like all America's Cup efforts, the end product will combine the talents of many people. The boat is scheduled to launch in February. Beyond that, and also like all AmCup efforts that have gone before, everything else is top secret.

OFF CORNWALL, ENGLAND — Maggie to the rescue! British Prime Minister Margaret Thatcher had just watched an air sea rescue demonstration when the 44-ft motorlifeboat returning her to land was called to aid a sailboat in trouble. *Faithful Forester* raced over to deliver a high-capacity pump to *Slipshod*, an aptly-named 32-ft sloop whose own pumps couldn't keep up with

cont'd next sightings page

cheese

get is the splash), looking up masts at the sails (yawn) and more than one or two "driving down the face of a 20-foot wave" shots. Everybody takes those. What we're looking for is variety — people talking on the radio, eating, sunbathing, swimming, working on the boat, etc. The key word here is *people*, and for gosh sakes, get em' to smile!

summer

If you want to get technical about it, summer began on June 21 — the summer solstice — and will last until September 23 — the autumnal equinox.

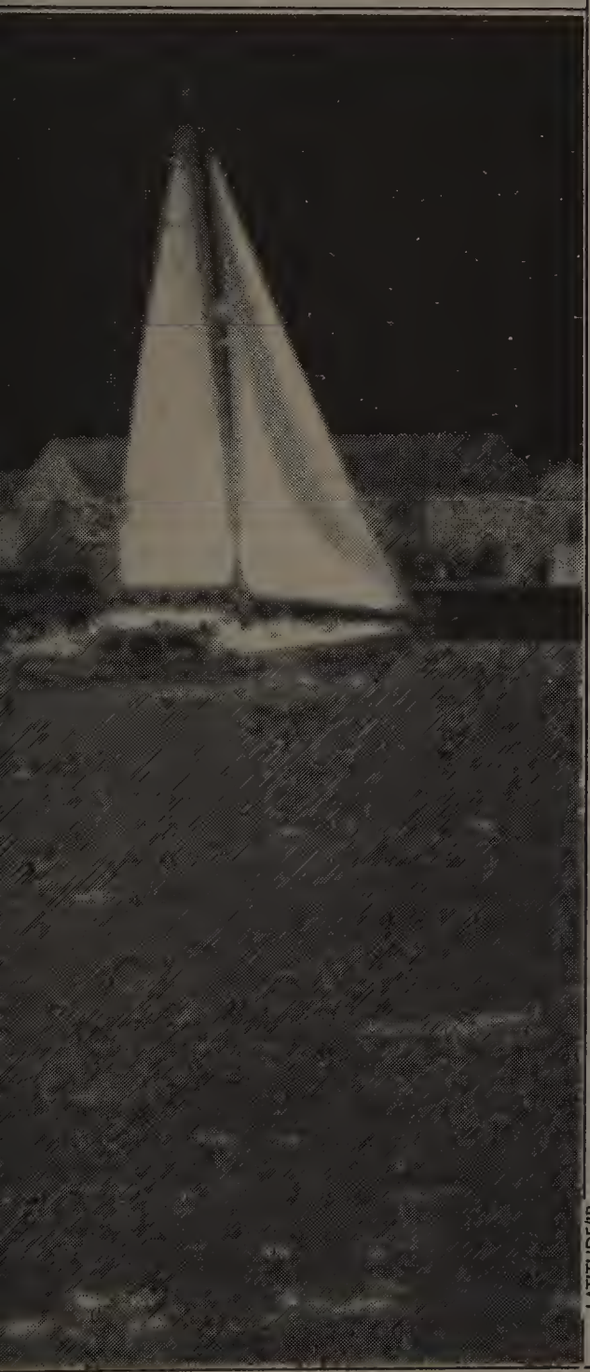
If you want to just enjoy it, try

— cont'd

Don't bother developing the film once you get to Hawaii or Catalina. There'll be some provision either through the race committee or *Latitude 38* to collect it once you get in. If you somehow miss that and still want to take part, mail the raw film to us at *Latitude 38*, P.O. Box 1678, Sausalito, CA 94966. Please, no color; and sorry, we can't return any photos.

solstice

emulating *Mistress* (foreground) and her unidentified cohort. Spotted on a Friday, they made playing hookey such a pretty picture, we thought we'd share it with you.



LATITUDE/JR

shorts — cont'd

a leak that had developed. The 'save' allowed *Slipshod* to return safely to Fowley Harbor in eastern Cornwall. Thatcher described the adventure as an "absolutely marvelous experience."

WINDSOR, ONTARIO — Take this, Jesse Helms: During the last week of June, the Canadian cruise ship *Wayward Princess* — the world's first licensed strip ship — made its maiden voyage on the Detroit River. Yes, entertainment consists of both male and female strip shows and nude dancing during the course of the cruise. Actually, Jesse needn't worry. The *Wayward Princess* is under strict orders not to cross the international boundary into U.S. waters, where strip ships are illegal under present obscenity laws.

SOMEWHERE PAST THE FARALLONES — That's where the 19-strong Singlehanded TransPac fleet will be as most of you read this. The cast of characters has changed slightly since our writeup last month, as three participants dropped out, two more were added and one (blush, blush) we forgot to include. At this writing, the fleet consists of **Peter Anderson** (Olson 29/Laguna Beach), **Jeff Arnst** (Hunter 30/Mountain View), **Alan Brutger** (Freedom 44/Bozeman, Montana), **Peter Crane** (Santana 37/Santa Barbara), **Bob Cranmer-Brown** (Adler 60/Palo Alto), **Bob Dixon** (F-27 trimaran/San Diego), **Mike Evans** (self-designed 41-footer/Vancouver), **Peter Hogg** (Antrim 40 trimaran/Mill Valley), **Jerry Huffman** (Wilderness 40/Manhattan Beach), **Ray Jason** (Farallon 29/Alameda), **Fred Joyce** (Express 37, Alameda), **Leslie King** (Wilderness 21/Santa Fe, NM), **Barry Ruff** (Catalina 28/Vaucouver), **George Sakata** (Olson 30/Vancouver), **Buzz Sanders** (Sonoma 30/Saratoga), **Dick Squire** (Barnett 41/Malibu), **Hans Vielhauer** (Cal 40/Penngrove). Look for a complete report on how they do in the August issue.

SAN FRANCISCO — If you like red snapper, you'd better enjoy it now while there's still some around. Recent research indicates a dramatic drop in the number of adolescent fish; an average trawl in 1988 brought up 100 two-year old frys; this year it brought up an average of one. Is the cause adults spawning at the wrong time, adverse currents, lack of food or too many predators? It could be one, none or all of the reasons; the experts just don't know.

If there's any consolation about the projected shortage, it's what's sold as Pacific Red Snapper is really a variety of rockfish and not snapper at all.

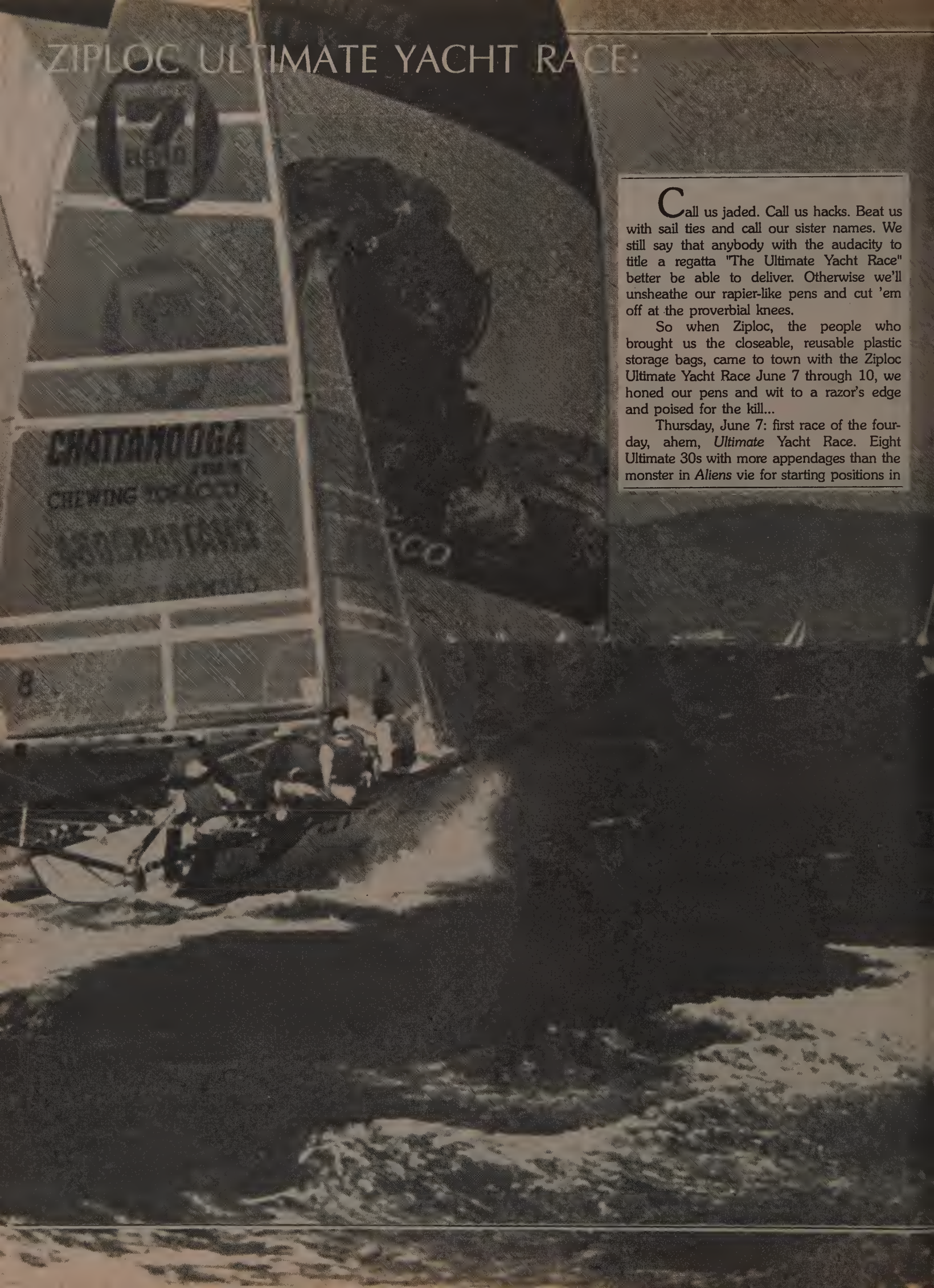
HALF MOON BAY — If Colombian Alfonso Araujo-Portocarrero had managed to save $3 million a year for every one of his 25 years, he'd be able to make the $75 million bail he faces in connection with being caught with a five-kilo brick of pot. Of course, there's more to it than that.

Alfonso was a crewmember on the 100-foot trawler, *Maraha*, that had apparently been taking 50,000 pounds of pot and 200 kilos of coke to Vancouver, B.C. An informer reports that virtually all the drugs were dumped overboard some 500 miles out to sea when they were approached by a U.S. Navy ship. As *Latitude* readers know, Navy ships with Coast Guard boarding parties have been patrolling the oceans far and wide.

For reasons no one has been able to figure out, the crew anchored the now empty trawler off Pescadero Creek (one of the worst possible places to anchor in the world), and rowed ashore. In the wee hours of May 26, a sopping wet Alfonso was caught throwing the five-kilo brick off the side of Highway 1. Mistaken in the belief they'd soon find a huge cache of coke and pot, frustrated authorities have come up empty. Small consolation to Alfonso, who the government agrees is just a 'little guy'; he finds himself $75 million short of being out where he can see blue sky. As for his 11 *compadres*, all were deported back to Colombia when the Royal Canadian Mounted Police, who have been watching the *Maraha* for two years, decided not to seek extradition.

In other smuggling news, David Hanson of Napa was sentenced to 30 months in prison for laundering dope profits through his LandVest Mortgage Company. Hanson found himself in hot water when a big depositor, Calvin Robinson, was discovered towing a barge loaded with 56 tons of hash and pot into the Golden Gate.

ZIPLOC ULTIMATE YACHT RACE:

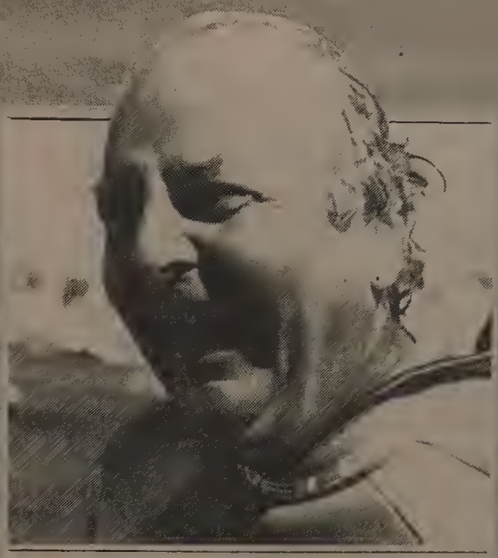


Call us jaded. Call us hacks. Beat us with sail ties and call our sister names. We still say that anybody with the audacity to title a regatta "The Ultimate Yacht Race" better be able to deliver. Otherwise we'll unsheathe our rapier-like pens and cut 'em off at the proverbial knees.

So when Ziploc, the people who brought us the closeable, reusable plastic storage bags, came to town with the Ziploc Ultimate Yacht Race June 7 through 10, we honed our pens and wit to a razor's edge and poised for the kill...

Thursday, June 7: first race of the four-day, ahem, *Ultimate* Yacht Race. Eight Ultimate 30s with more appendages than the monster in *Aliens* vie for starting positions in

STAR WARS AT CRISSY FIELD



John McLaurin, happy 'Techno' owner.

light to medium breezes off the City Front. They look fast — and tender. One capsizes. Two others bump into each other; *Team Ziti*

ZIPLOC ULTIMATE YACHT RACE:

goes sideways and is pushed through the starting line by *Team McLaurin Techno-yachts*. Shouting, they jibe to regain control, but can't find a protest flag to put up. "No flag, no foul" say the on-course judges.

Techno, also scrambling to recover, takes *Chattanooga Chew Chew* up in the process, which may or may not have caused *Chew*'s overanxious crew to pop their chute prematurely — things started to get a little confusing at this point. Anyway, out pops this spinnaker big enough to cover the average barn, which drifts over and gets tangled up with *Maryland Flyer* coming up from leeward. *Chew*'s boom joins the fray as the two boats lock horns, gashing *Flyer*'s "Maryland" logo and then getting tangled in her rigging. *Lots* of shouting now.

For a moment, both boats seem to accelerate under the spell of *Chew*'s big kite. Then someone blows the halyard and the sail goes in the water and is partially run down by both boats. A moment later, however, *Flyer* breaks free, amazingly intact. Limping along with a damaged rig, *Chew*'s crew struggles to get the sail back on board and get to the dock before anything else happens. But it does. A crewman slips, taking a header into the chilly Bay. Now they have to rescue him *and* the sail....

And, hey, they haven't even *started* yet!

The McKee brothers took no prisoners in the One Design 14 competition.

Once they did, it only got better. Wayne Womack's *Team Ziti*, with Australian Peter Gilmour at the stick, took the early lead, followed by the Russell Long owned and driven *Team Duraflame* and big John McLaurin's *Techno*, driven recent Bay Area transplant Kimo Worthington. Rounding out the fleet are four new boats, all from the Bay Area: Russ Silvestri's *Hexcel*, the Leon Daniel/Bruce Powell collusion *Pt. Richmond Racing Team* with Santa Cruz' Will Baylis driving; and the Colin Case-owned, Tim Parsons-driven *Albatross Racing*, which celebrated an anniversary during the series — it had been in the water a whole week.

Though third around the downwind mark, *Techno* immediately showed her upwind prowess — and a foreshadowing of things to come — by opening up a handy lead over everybody else in the three-mile slog to windward. *Ziti* was next around — and around and around. In Ultimate Yacht racing, it's okay to hit marks, but Gilmour had taken this turn so close he snagged the inflatable mark and started dragging it along while the rest of the fleet chased them both — geez Louise, what the heck does the rule book say about this? By the time *Ziti* got untangled and everyone else figured out what to do, *Techno* was long gone to her first victory.

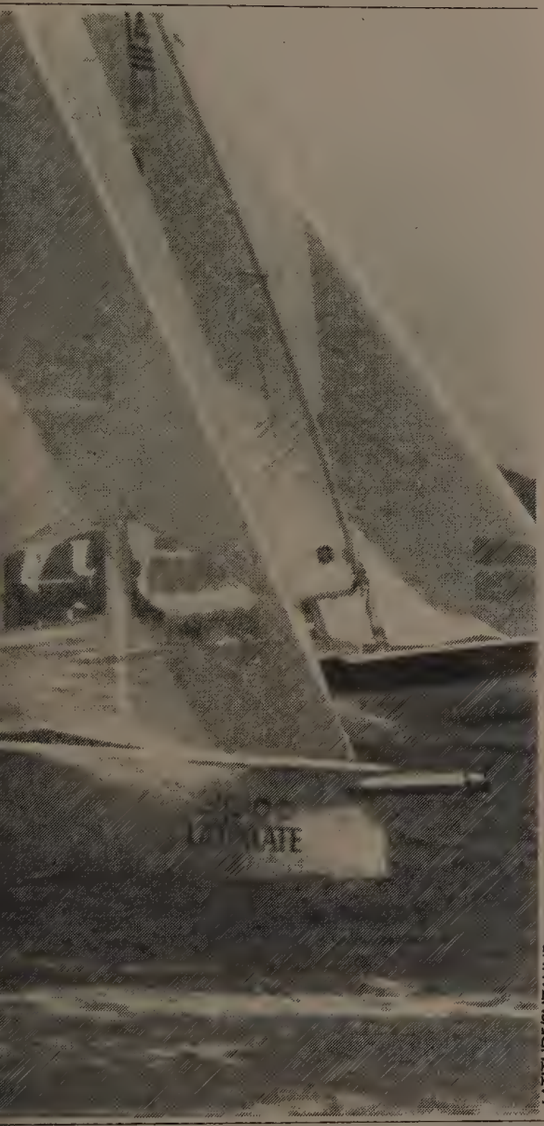
'Chattanooga Chew Chew' was rudely derailed in race three.

LATITUDE/RICHARD

Okay, that wasn't so bad. We'll ease our trigger fingers off our razor pens for the moment. Even the 11-boat One Design 14, 'economy class' of the 1990 Ziploc Ultimate series, had some pretty interesting moments, with Seattle's Jonathan and Charlie McKee taking their first San Francisco win and fourth straight in the series on the *Team Club Sportswear* boat.

The winners set a pattern that would repeat itself through the weekend. Although conditions changed — on Friday, light breeze to 10 knots; on Saturday and Sunday, typical 25-30 knot afternoon westerlies — each day featured lots of exciting racing, with moments of brilliance from virtually every team. And each day both *Techno* and *Club Sportswear* won. Well, almost every day. In a cliffhanger 14 race the third day, the "flying McKee" brothers snapped a boom in half and had to finish the last two legs under headsails only. They still took fourth.

So when the fat lady did her thing on Sunday, the song was "We're In the Money" and the dual dedication went to *Team Club Sportswear* and McLaurin, Worthington and



LATITUDE/SUZANNE

the *Techno* crew: Hart Jordan, Tom Ducharme, Jim Barton, Zan Drejes, Dave Gruver and Mark Heer. The team took home a total of $71,250 and a reasonably comfortable first place in the series. Jonathan and Charlie claimed $8,750 for their four day's work and an undisputed first.

And our pen had started to rust in its scabbard.

As interesting as the sailing turned out to be, it's just one part of the "happening" that is professional sailing -- or at least that professional sailing is attempting to become. Those just mentioned big bucks are a significant other part. No pickle dishes for these guys. They're motivated by sizeable cash prizes — a total of $125,000 for this regatta alone; some $500,000 for the whole series.

And sponsorship. Boats with staying power have to have it, and we don't mean just free seaboots. Like similarly-backed auto racers, not many teams can foot the bill to build and campaign a $100,000 U-30 out of their own pockets. So both the U-30s and One Design 14s are splattered with corporate logos from spinnaker to bootstripe. The only blank spaces are underneath, though as soon as sponsors realize how much spectators like capsizes, they'll likely campaign below the waterline, too.

Which brings us to the intriguing aspect of trying to make sailing into something it's never been — a spectator sport. With both the 14s and 30s, the speed and carnage elements so dear to the American public are certainly in place. Then organizers designed a course new to yacht racing — a close-to-shore figure-eight. It's 6.5-miles long and features an upwind mark, a downwind mark, a "gate" in the middle (which boats must go through downwind only), and a downwind start.

To test the venue, we watched an entire sailboat race from the beach for the first time ever. And — we almost hate to admit it — *enjoyed* it. Peter Montgomery, Ziploc's lively commentator, was a big part of that. More on him later.

Though many of sailing's best and brightest were out there slugging it out, the real stars of the show are the Ultimate 30s themselves. This is a developmental class constrained by only four parameters: 1) 30 feet LOA; 2) maximum beam, 14 feet; 3) minimum weight, 2,000 pounds; and 4) one hull per boat. The resulting machines look like a cross between Aussie 18s on steroids and Darth Vader's fighter in *Star Wars*. They're made out of graphite, titanium and other stuff so exotic we doubt NASA has heard of it yet. Extrapolated to the 'real world', they blow the current concept of 'ultra light displacement boat' (ULDB) out of the water. Compared to one of these things, a 3,600-lb Olson 30 is a downright Clydesdale.

When they're out on the water, particularly off the wind, the most noticeable difference between the 30s is in their sail plans. Although all carry asymmetrical spinnakers and radically swept-back masts (to eliminate the need for running backstays) that seem to defy the laws of physics, the amount of sail and how they carry it varies widely. For example, it's hardly surprising the fastest downwind flyer was *Chattanooga Chew Chew* — she carried almost half again as much sail area as everybody else, on by far the longest spinnaker pole (or bowsprit or bow pole or whatever they someday agree to call the retractable proboscis that holds the tack of the chute out). While everyone else was running about a 14 to 16-ft pole, *Chew*'s ran out to 22 feet. Her huffing locomotive spinnaker, 46 feet on the hoist and more than 50 along the foot, looked like it would overpower a Whitbread maxi in the right conditions.

At water level, it becomes harder to tell the boats apart until you get to *Techno*, which is definitely the odd-boat-out of this lot. While most are open, sharp-angled weapons, *Techno* appears almost huggable. It's enclosed foredeck and snout are rounded and soft looking, its pole short and stubby. We don't mean to be derogatory, but if we were describing the boat to someone who'd never seen an Ultimate 30, we'd liken it to a big, friendly, neon-green Beluga whale — with a sail, hiking racks and eight guys on his back.

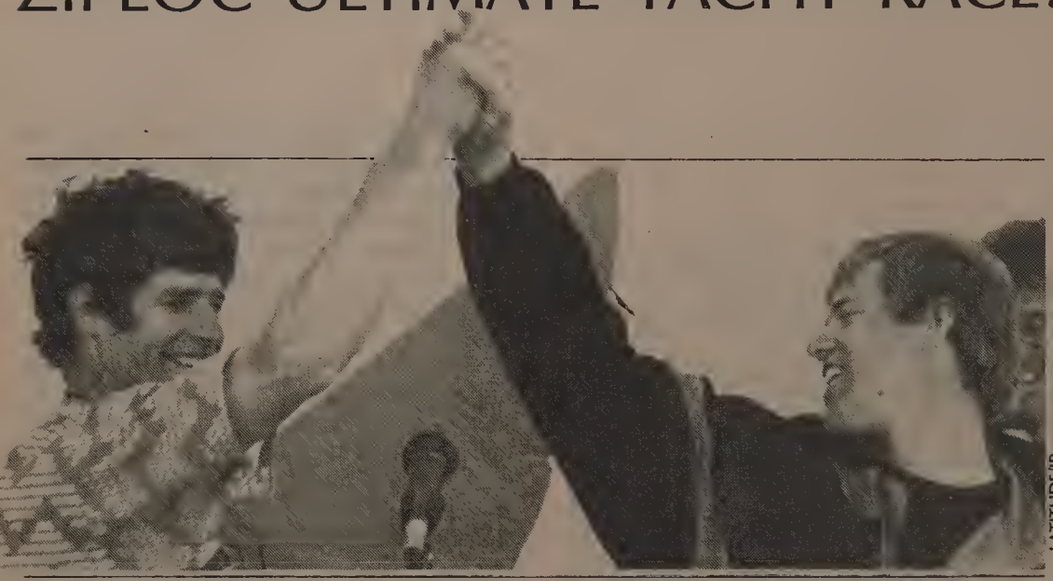
LATITUDE/JR

The 'Techno' team: their odd-looking florescent yellow boat was right on the money.

Put it all together and we have to tell you, once we were able to jump the mental block of covering 13 years of mostly corinthian sailing, it works.

People on the beach who said they'd never watched a sailboat race before came back for a second day — with friends. By Sunday, we'd estimate a good 500 to 600

ZIPLOC ULTIMATE YACHT RACE:



LATITUDE/R

Charlie (left) and Jonathan McKee: someone get these guys an Ultimate 30!

people crowded Crissy and the surrounding breakwater, where Ziploc had set up their headquarters. There, high atop a tower and with loudspeakers blaring his enthusiasm, stood Peter Montgomery. The closest we can come to describing this Kiwi's unique talent is equal parts John Madden and Robin "champagne wishes" Leech. His play by play really got the crowd behind what was going on out on the course. As it turned out, sometimes he was *too* good.

"I could hear Peter out on the water," says *Team Ziploc* OD-14 skipper Devon Coglan, who took third overall. "As we came into the mark, he said 'There goes *Ziploc*!' — and our bow immediately went under. Every time after that, whenever we'd run into the beach, we'd hear him go, 'And here comes *Ziploc* into the mark. WILL they make it...?'"

Of particular interest (at least to this publication) is the fact that five of the eight Ultimate 30s are based on the West Coast, and four of them are Northern California boats. The odd boat out again being *Techno* — which though based in Los Angeles (that's where McLaurin lives) sports an all-local crew. Only one of the Norcal boats, Russell Long's *Team Duraflame* raced in the first regatta of the series in Hawaii in April. (*Team Ziti* bulleted that regatta; *Techno* was second, *Flyer* third.) The other three are brand new boats, some so ridiculously new it's a credit to their crews that they even made it through the series intact. Here's a quick look at each.

Team Duraflame — Santa Cruz's Ron Moore and Larry Tuttle designed this year-old boat, which is owned and driven by San Francisco's Russell Long and crewed by locals including co-designer Tuttle and Dave Wahle. Last year, the boat took the $50,000 first place at their first race in Milwaukee. So far this year, they have yet to hit their stride. At one point or another leading every race in the San Francisco regatta, mistakes — usually spectacular ones, like capsizing twice — cost them in the standings. "What can I say?" says the irrepressible Long, who jumped off the big boat and onto a sailboard after the last race. "Our sponsor is Duraflame — they *like* it when we crash and burn."

Team Ziti — Pun it to death all you like, *Ziti* really did explode on the scene in April, making her debut by straight-bulleting the light-air Hawaii regatta. Equipment problems and plain old bad luck seemed to plague the boat in Womack's home waters, though. In addition to the mark-towing incident in race one, a snapped rudder shaft before the start kept them out of race three.

Pt. Richmond Racing Team — The first U-30 from the design table of Alameda's Carl Schumacher, this all-graphite hulled machine is steered by '88 Olympic silver medalist Will Baylis, who last year campaigned a One Design 14 in this series. Most of the crew came directly from co-owner Daniel's phenomenally successful Express 27 *Leon Russell*. Obviously, the talent is there. The in-boat time, well, it's getting there. "We have our starts down," says Daniels. "Now all we have to work on are our finishes."

Hexcel — Former dinghy champion and '88 Olympic team member Russ Silvestri wowed the crowd in Corpus Christi (birthplace of the Ziploc Ultimate) in 1989 by winning the regatta with U-30 based on a Moore 30 hull. Garnering sponsorship along the way, he put together a campaign that ended up taking home second place and $86,666 for the series. (*Maryland Flyer* was the big money winner in '89.) This year, he's back with a state of the art boat and a bevy of west coast talent including a couple of not-so-secret weapons, the "Bulk Brothers", designer Iain Murray and Seattle's Steve Ericson. "To be a bulk brother you have to be under 6'1" and weigh at least 240," says Russ. Of the San Francisco race, the boat's first, he says "We never got the mo" (momentum). Unseasonal rain the week before the race put a further damper on both practice and repairs (catalyzing epoxy won't set up in water). With daily practice, look for Russ and his *Hexcel* team to get plenty of 'mo' when they return to Corpus to defend their '89 win in July.

Albatross Racing — Easily the most exotic of the exotic, Colin Case's Schumacher-drawn *Albatross* features a moveable, retractable keel and a front canard rudder. Unfortunately, it was also the newest of the new, launching only the Friday before

'Ziti' stabs a wave.

STAR WARS AT CRISSY FIELD

LATITUDE/JR

Hanging out.

the race. "We had a total of 3 1/2 hours sailing the boat before the first race," says Case. The crew, many of them culled from Case's IOR 35-footer *National Biscuit* acquitted themselves well, however, showing flashes of brilliance even John McLaurin couldn't help but notice ("They have the speed; they just need to keep from slipping off the accelerator.") Unfortunately, with everything coming together at the 11th hour *Albatross* won't make it to the next race at Corpus. Case is now looking at serious preparation for the '91 series.

Back on the water, Sunday offered a fitting climax to the weekend. The sun was out, the wind was up and the crowd on the beach and breakwater was pumped.

LATITUDE/SUZANNE

With due respect to all the teams, the Sunday battle was between only two boats: McLaurin's polished and slightly more conservative *Techno* team vs. Bill Ziegler's wild bunch on the outrageously overcanvassed *Chattanooga Chew Chew*. At the start, those two and Russell Long's *Duraflame* jumped out to a three-way duel for the lead.

Duraflame flamed out on the second leg, leaving *Chew* and *Techno* to finish the rivalry. Though beach visibility was limited — next year, they should move the mid-course gate *inshore* of Anita Rock — even the most sailing-ignorant observer could tell *Techno* was far and away the better upwind boat, easily outpointing all comers. But as soon as the wind got behind the beam, out would pop *Chew*'s huge chute and she'd almost leap out of the water to roar past everybody else like they were tied to a stump. The question seemed to be, who could make up enough time on the other on their favored points of sail to win?

For a while, it was like watching a big tennis match. Everybody's heads would turn one way following the action — Wo! *Chew* just nips *Techno* at the downwind mark — and then the other way — Awright! *Techno* by a nose at the weather mark!

The moment of truth came at the final weather mark. With the finish line not quite halfway down the course, *Techno* appeared not to have a sufficient lead — about 15 or 20 seconds — to maintain their front-runner position as their chute popped full. But, what's this? *Chew*'s main momentarily blankets the kite, and the locomotive flutters lifelessly for critical seconds. By the time it fills, even *Chew* awesome acceleration can't make up for the gaffe, and *Techno* takes it all again.

As mentioned, next stop on the circuit is Corpus Christi on July 4-8. The series winds up in Milwaukee, August 29 through September 2.

So *was* this thing the best, the one and only, the paramount, supreme, *ultimate* yacht race as it's title claims? Until they cancel the Kenwood Cup, Admiral's Cup and about a dozen others, that's stretching credibility just a bit. On the other hand, the Ziploc has style, substance — and definite possibilities. And as professional sailing circuits go, it's far and away the best one to hit the Bay Area yet.

— latitude/jr

Editor's Note: WTBS (Turner Broadcasting) will air a one-hour presentation covering the San Francisco stop of the Ziploc Ultimate Yacht Race on Sunday, August 12 at 8:30 PST.

ULTIMATE RESULTS

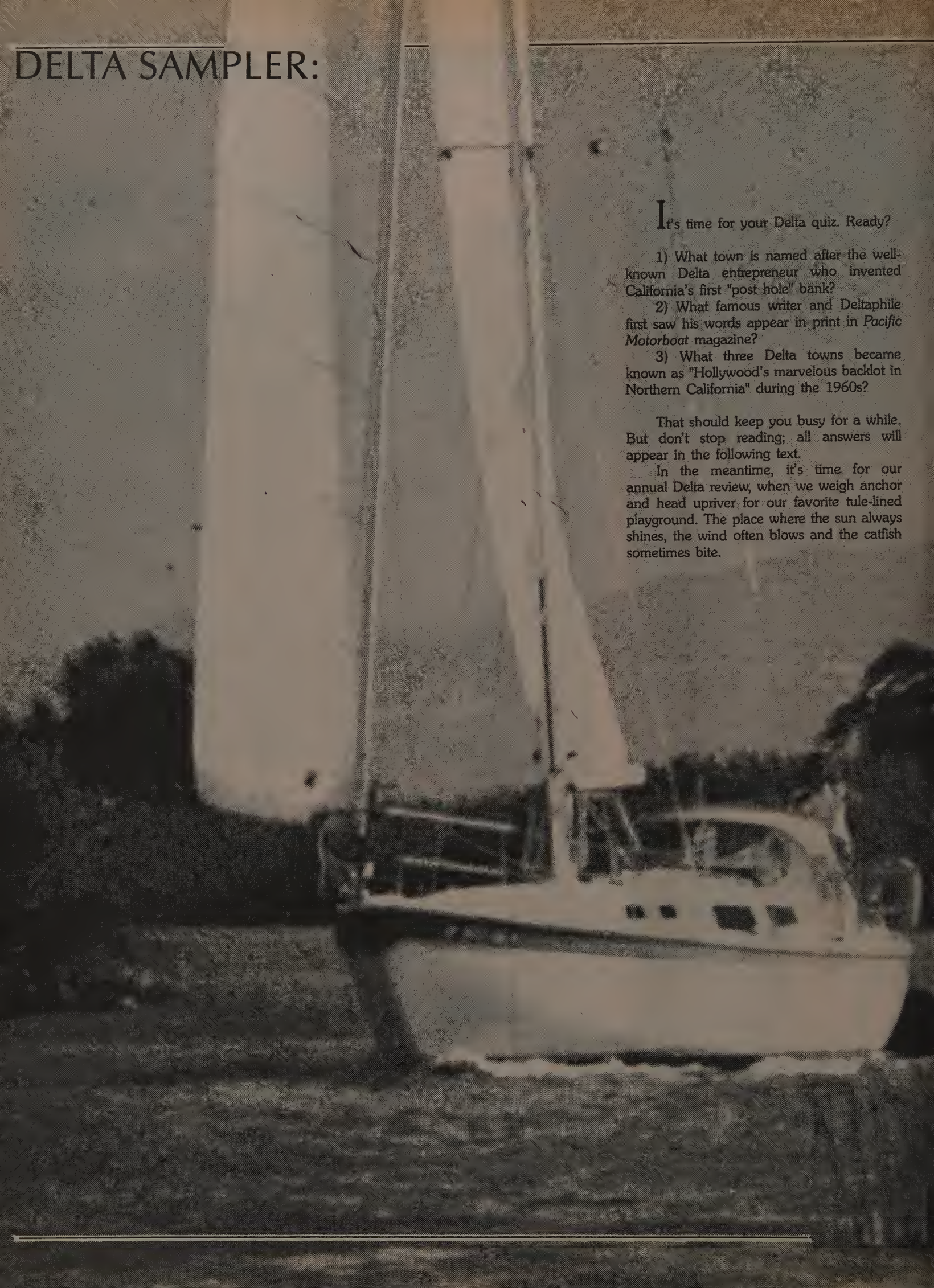
ULTIMATE 30

boat	owner/driver	designer	SF/Series winning
1. **Team McLaurin Technoyachts**	J. McLaurin/K.Worthington	Laurie Davidson	$56,250/$98,25
2. **Team Ziti/Bud Dry**	Wayne Womack/Peter Gilmour	Iain Murray	18,750/78,250
3. **Chattanooga Chew Chew**	Hamilton Yachts & Bill Ziegler/ Bill Ziegler	Humphries/Ames	31,250/43,950
4. **Maryland Flyer**	Hamilton Yachts & Bill Steitz/Mike Hobson	Rob Humphries	---/16,500
5. **Hexcel**	Russ Silvestri/Russ Silvestri	Iain Murray	8,750/8,750
6. **Pt. Richmond Racing Team**	L. Daniel & B. Powell/Will Baylis	Carl Schumacher	6,250/6,250
7. **Team Duraflame**	Russell Long/Russell Long	Moore/Tuttle	---/5,500
8. **Albatross Racing**	Colin Case/Tim Parsons	Carl Schumacher	3,750/3,750

ONE DESIGN 14

1) **Club Sportswear**, Jonathan/Charlie McKee, Seattle; $6,250/$18,000; 2) **Big Mac**, Neal/Duncan McDonald, London; $3,125/$3,625; 3) **Team Ziploc**, Peter Johnstone/Devon Coughlan, Newport, RI/Ocean Ridge, FL; $1,500/$1,500; 4) **Big Dog Sportswear**, Ed Baird/Kevin Burnham, St. Petersburg/Miami, FL; ---/$1,500; 5) **Challenge America**, Chris Larson/Steve Rosenberg; Clearwater, FL/Long Beach; $1,000/$1,000; 6) **Walsh Building Contractors**, Morgan Larson/Treavor Gleadhill, Santa Cruz/San Jose; $625/$625; 7) **High Seas/High Sierra**, Stu Johnstone/Cam Lewis, Newport, RI; ---/$1,000; 8) **Tom Wondolleck Racing**, Tom Wondolleck/Bill Fields, Alameda, ---/---; 9) **Bersch/Drake**, Joe Bersch/Jared Drake, Seattle/Milwaukee; ---/---; 10) **Countryside Inn**, Bruce Ayres/Don Ayers, Newport Beach; ---/---; 11) **Jim Wondolleck Racing**, Jim Wondolleck/Dave Shelton, San Rafael/Morgan Hill; ---/---.

DELTA SAMPLER:



It's time for your Delta quiz. Ready?

1) What town is named after the well-known Delta entrepreneur who invented California's first "post hole" bank?

2) What famous writer and Deltaphile first saw his words appear in print in *Pacific Motorboat* magazine?

3) What three Delta towns became known as "Hollywood's marvelous backlot in Northern California" during the 1960s?

That should keep you busy for a while. But don't stop reading; all answers will appear in the following text.

In the meantime, it's time for our annual Delta review, when we weigh anchor and head upriver for our favorite tule-lined playground. The place where the sun always shines, the wind often blows and the catfish sometimes bite.

ROLLIN' ON THE RIVER

To tell you the truth, we were really looking forward to a long weekend among the 1,000 miles of Delta rivers and sloughs, most of them built by Chinese workers over a period of 60 years following the completion of the transcontinental railway. We had our SPF 25 sunblock packed with a couple of books we've been meaning to read. We even put in a reservation at the Grand Island Inn (formerly the Ryde Hotel) north of Isleton for two of our crew who wanted to spend a fancy Saturday night on the banks of the Sacramento River.

Alas, we never made it past Tiburon. Problems with the yacht; the best laid plans; oh-you-meant-*this*-weekend?; etc., etc.

Deciding it was politically incorrect to a) get drunk, b) kick the dog or c) shout at the wife, we sat down to sulk — which we hardly got to enjoy at all because we started thinking how much we've always enjoyed vicarious thrills. We immediately came up with plan B: Instead of *us* telling *you* all about the Delta, why not turn things around (which as you know we also enjoy doing). Why not find some real Deltamaniacs and quiz them about their favorite getaway spots, favorite restaurants, and any practical advice they could pass on, especially when it comes to that favorite Delta pastime, running aground?

COURTESY DARLENE WILCOX

Two favorite Delta pastimes — above, hauling in the catch of the day and (spread) sailing among the tules.

So that's what we did. And this is what they had to say:

Peg and **Jack Hammer** live in Oroville, 70 miles north of Sacramento and a 2 1/2-hour drive to their Sabre 28 *American Pie*, which is berthed at the Richmond YC. Nevertheless, they make several trips to the Delta every year — including one with the RYC cruising group that goes up every Fourth of July. It was on one of those excursions that they first discovered the Delta eight years ago.

Their favorite spot is now White's

DELTA SAMPLER:

Slough, an island-strewn stretch of water north of Empire Tract and King Island near the Stockton Deep Water Channel. Peg says they go to the large island just past the old ferry landing, drop the hook and just kick back. Sometimes they stay for two or three days of swimming, fishing and relaxing before the ice melts — the signal to move on.

At that point, they sometimes venture north to a spot on Lost Slough north of Walnut Grove. To the east, near the Hwy 15 overpass and accessible only by dinghy, there's a great wildlife area. Among the birds they've spotted are brown and white striped American bitterns, blue and green herons, owls and lots of smaller birds. From there, it's an easy dink ride downriver to Giusti's, the Italian eatery on the north fork of the Mokelumne River. "It's very casual and the food's good," says Peg.

As for lessons learned in their years of Delta wandering, it's that you "never say never" when it comes to going aground. It can happen any minute. Fortunately, the Delta mud is forgiving and you can use your anchor to kedge yourself off if you can't power out.

'American Pie' in a RYC raft-up at Horseshoe Bend. Inset, Jack and Peggy Hammer.

Darlene and **Bill Wilcox** of Point Richmond say they try to get up three or four times in the summer, but they especially like to do the Delta in the spring. Although some of the bridges may not be open then, which limits access for their Catalina 27 *The Darlen' B*, the area is cool and green and very beautiful that time of the year.

The Wilcoxes have a few favorite destinations, including Locke Slough near the town of Locke; Whites Slough; the Meadows (near Lost Slough); the anchorage called Five Fingers on Middle River near the southeast tip of Mandeville Island; and False River near Frank's Tract. Among their favorite eateries are Al the Wop's in Locke, and Giusti's. In addition to Richmond YC's Fourth of July cruise, they try to make it up to Sacramento (a two-day trip from the Bay) for the Memorial Day jazz festival.

Bill agrees with almost everyone else we talked to that getting stuck in the mud is just part of the Delta experience. They have a Loran and depth sounder, but still hit mud now and then. If there's any wind, Bill sometimes raises the sails (if they're not up already) to heel the boat. In no-wind conditions, he usually just relaxes and lets the tide do all the work.

COURTESY PEGGY HAMMER

Dinghies are invaluable for visiting, errands or exploring the smaller sloughs.

Meeting new and interesting people is a big part of the fun of the Delta, says Bill. He and Darlene were having dinner at Al the Wop's (the place with all the dollar bills stuck to the ceiling) one night, when they struck up a conversation with a couple who turned out to be celebrating their engagement. One thing led to another and Bill invited them to come look at his boat on Locke Slough. The engaged couple offered to drive them over in what turned out to be a stretch limo! They drove out on the railway right-of-way and stopped by the boat, whereupon everyone — including the chauffeur — came aboard for a libation.

Having been Delta fans since 1948, **Dee** and **Jack Pruyn** of El Cerrito have more than a few tales to tell. Among the best was the time they ran up on the rocks at the junction of the Sacramento River and Three-Mile Slough in their 1898 ketch *Thelma*. The New Zealand-built boat drew 9 feet, which restricted the Pruyns to the main channels. But one windy afternoon 32 years ago, they were dodging sandbars, became disoriented, panicked and ended up losing both anchors and wrapping lines around the propeller. They drifted up on the rip-rap near

COURTESY PEGGY HAMMER

the Army's camping facility on the site now occupied by Brannan Island State Recreation Area. The Army fellows pulled them free, unfouled their prop, "drank all our booze, which we gladly supplied them" — and gave them a stainless steel anchor with which to get home.

Although the Pruyn's have long since replaced *Thelma* with the Alberg 35 *Windsea*, the Army never came to collect their anchor. It still works great when they drop the hook at Lost Slough, their favorite spot. They used to leave the boat up there for the summer and commute up with the kids on the weekends. Sometimes they'd even spot Perry Mason's creator, Erle Stanley Gardner, tied to his tree off Locke Slough. Their favorite Chinese restaurant in Locke (back in the days when the Chinese men wore pigtails and skullcaps) has been replaced by a pizzeria, but they still appreciate Giusti's.

"For lunch," says Dee, "we go to Tony's in Walnut Grove. They make the best Portuguese bean soup in the world!"

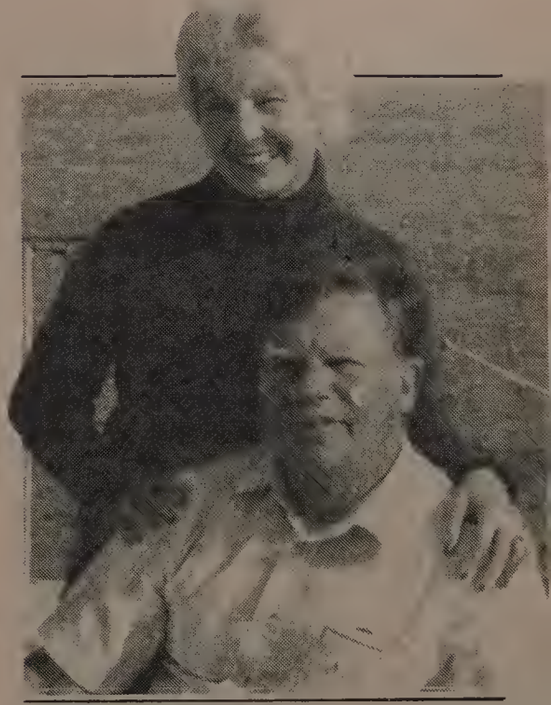
Although the Pruyns often go up to the Delta in July, they've found the fall months to be quieter. The place has gotten to be a real zoo in the summer months, according to Dee, and they've had many close calls with powerboats. Wakes have seriously damaged the levees, and undermined many of the trees that used to grow there. Dee recalls when Snodgrass Slough was completely roofed by trees. "It was like going through a tunnel," she says.

Another Deltaphile with fond memories of days past is **Peter English** of San Rafael. His stepfather Bob Gunn of Sausalito used to take the family to the Delta on his 28-ft plywood four-seater *Quartet* for summer fun and games. They'd hook up with a bunch of other boats and camp out on Steamboat Slough, about a half mile south of Paintersville on the Sacramento River.

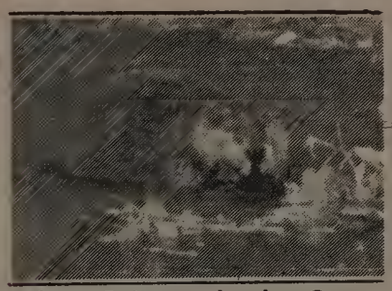
"We were about a dozen kids raising hell along there," recalls Peter, who now owns the Kettenburg 38 *Chorus*. "There was a rope on the bridge that we used to launch ourselves into the river. In the back of the local store was a juke box, where we'd dance at night until we had to get the girls back to their boats."

Peter still returns to the Delta every summer, usually staying at Tinsley Island, summer home of the St. Francis YC. On his way back and forth, he's found a couple of favorite spots that help him get into the Delta mood on the way up, or maintain it on the return trip home. The former is along the south shore of West Island near Antioch. He comes up the narrow north passage and dips around the east end of the island, snugging as close to shore as possible. Here he's held off by the wind, but protected from the wakes of tugs going up and down the river to Stockton and Sacramento. Coming home, Peter likes to spend his final night at McNears Beach in San Rafael.

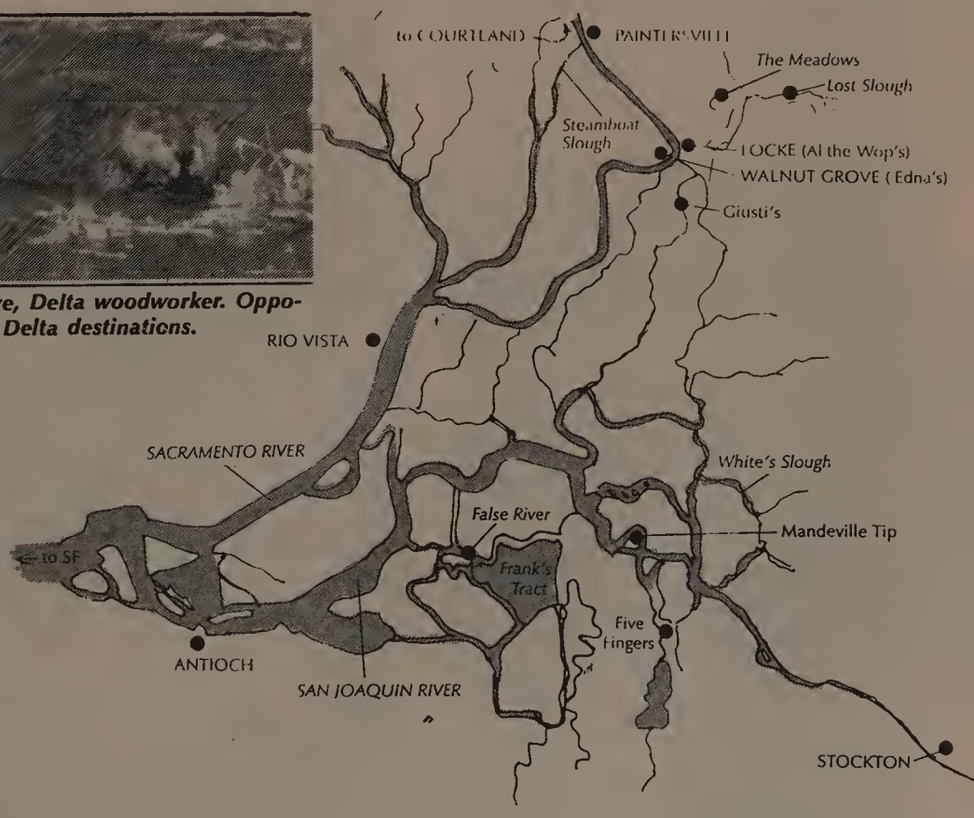
"It's the last stop before civilization," he



Darlene and Bill Wilcox.



Above, Delta woodworker. Opposite, Delta destinations.



DELTA SAMPLER:

says.

As for running aground, Peter says never take chances in a falling tide. He's spent as many as seven hours in the mud one time when the water level dropped around him. In a rising tide, you can do whatever you want and you'll be off in 15 or 20 minutes, even if you just twiddle your thumbs.

Diane and **Jerry Brenden**, owners

COURTESY DIANE BRENDEN

In the Delta, even widowmakers take on a benevolent demeanor.

of the 33-ft gaff-rigged Master Mariner sloop *Freda* won't reveal the real name of their favorite spot. Delta fans since 1970, they'll

COURTESY DEE PRUYN

Jack and Dee Pruyn.

only cop to saying it's "behind Locke". Unofficially, they call their private Valhalla "Carol's Cut". There, with *Freda*'s 11-ft bowsprit stuck in the tules, they enjoy tall trees and serenity. They also recommend going before school lets out in the spring or after it starts again in fall.

"The worst time is around the Fourth of July," says Diane.

Just relaxing is their favorite activity, although catching a load of crawdads runs a close second (Diane recommends Skippy dog food as the best bait). Meals tend to take place on the boat, but for the best milkshakes in Northern California, go to Edna's in Walnut Grove.

As for mud hunting, Jerry says ignorance can be bliss. People just get nervous when they see a foot of water under the keel and shy away from areas they may never explore. The Brendens like to go until they hit mud. *Then* they'll back up and try something else. (Want to be just a little more cautious? Sound with a long boathook or other pole.) They've found that this casual approach has yielded some pretty good discoveries.

Dan Drath of Portola Valley is another Master Mariner who has a lengthy acquaintance with the Delta. Last year he led the MM cruise at the end of July aboard his 38-ft Farallon Clipper *Mistress II*, and he plans to repeat again this year. Prior to that outing, he'd been going upriver for a quarter of a century. Steamboat Slough remains his favorite spot to swim and meet old friends.

"I've been doing it so long, half the attraction now is nostalgia!" says Dan.

There are two elements that head his list of social attractions. The first is the Courtland Pear Festival, held on the last weekend of July. Described as "a totally camp event", the festival features a parade

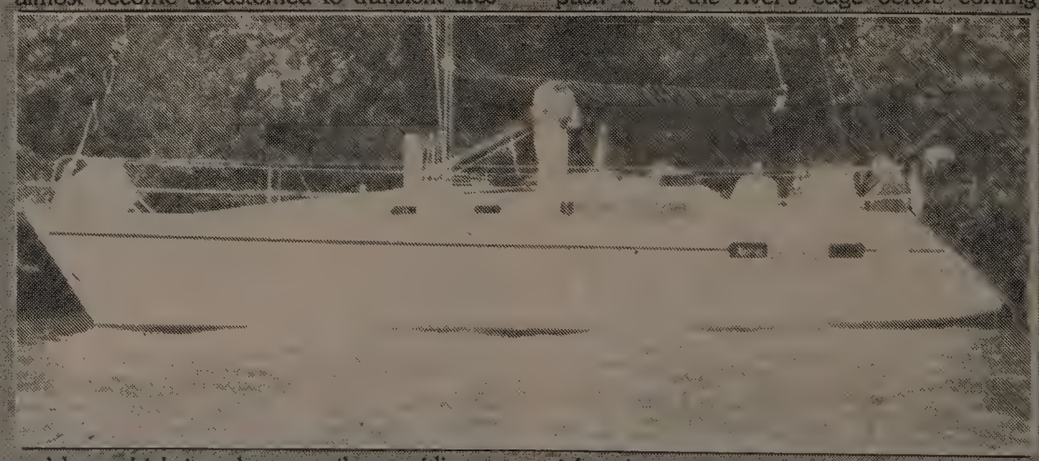
CRUISING THE SACRAMENTO

Sailing — on a river? Having gained most of our boating experience on the calm, open waters of the Southern California coast, I was almost as skeptical about river sailing as my husband Larry was eager to prove me wrong.

I am happy to report that this is one arguement he — and The River — won. Perhaps some additional credit should be given to *Adaro*, our Legend 35.5, whose maiden voyage from Richmond's Marina Bay harbor to Sherwood Harbor Marina in West Sacramento began our seemingly idiotic quest to cruise the Sacramento River.

Inland sailing, I discovered, offers a variety of challenging situations to broaden your sailing education. For example, we spend fewer moments basking in the sun and letting the autopilot do all the work. We no longer set a straight course for Catalina, settling back with a good book until the island is in sight. Sailing now consists of tacking back and forth (what a novel concept) around river bends, usually in flukey winds and always through an ever-changing panorama along the banks.

We've become quite adept at dodging the fallen trees which seem to stretch precariously farther into the channels than the murkey water permits us to see. We've almost become accustomed to transient tires and logs which invade our path, providing a thrill-seeker's slalom course. We've developed third eyes which focus relentlessly on the fathometer, and the threat of grounding on a sandbar does more to keep our speed to "no wake" than any signs. We've learned how to play the currents; can recite the tide tables down to the minute; have perfected our bridge-raising etiquette; and have learned (the hard way) to judge just how far we can 'push it' to the river's edge before coming about.



KATHY PACHECO

Adaro in repose.

Another distinct difference between between river and ocean sailing is the decibel level. Many sailing excursions

COURTESY DARLENE WILCOX

RYC cruisers sail the iron wind up the Delta.

that shuts down the town's main drag, as well as a fairground with lots of delicacies for the palate. Drath says he goes because it's by and for Delta people, it's fun, and he gets a free "Courtland Pear Festival" button for his hat.

Lesser known but soon to become a major Delta attraction (well, maybe) is the Master Mariners Steamboat Slough No Talent Contest. Drath was loathe to discuss the details, but did admit "irreverence is the highest scorer". The event's only commercial sponsor is the Independent Suspension Trucking Co., which offers a special prize. Like other details, time and location are secret. All we know is that it's held sometime during the Master Mariners cruise.

"Of course, we could arrange to get you a special entry..." he says, his voice trailing off in a sea of innuendo.

Getting back to more solid ground, as in running aground, Drath says it's about the only eventuality in the Delta that requires a quick decision.

"If the tide's going down, get the anchor out into deep water and start pulling," he advises. "If the tide's going up, start waiting."

Well, we could go on and on. Ask any other six Deltaholics and they'll tell you something new and probably different. Or maybe they'd say the same. Giusti's, for example, seems to be a hands-down winner for eating out. But as we've said before, the important thing is the going, not where you end up.

nowadays find us besotted with the incessant buzzing of jet skis, ski-boats and water skier's whistles — the users of which all seem to believe that the guy who's going fastest has the right of way. Just as often, however, we find ourselves almost alone on the water, happy to relinquish a favorable heading to a quieter distraction, such as the beavers that inhabit the river's rich environment. These fat, furry creatures, along with turtles, ducks, possums and others, have become our inland 'pets', replacing the dolphins, seals and seagulls of saltier sightings.

Our fresh-catch menu has also changed to lower-sodium prey, such as salmon, trout and catfish. We've converted our crab trap to a crawdad bungalow, and have given our lure collection sturgeon appeal. Bass fishing season, however, finds us hugging the dock, lest we run up against an angry, angler defending his or her territory.

River folk are a wonderful breed, usually preferring to roll with the waves rather than fight with the tide. And few of the River towns are more relaxed and unpretentious than Courtland, where securing an overnight guest slip consists of tying up and paying $12 to "a guy that'll be down pumping gas in the morning." Other hideaways boast equally inviting repartees like dinghy-accessible wild berries growing along the banks; a lush, overgrown multi-acre island accessible only by boat (Lost Isle); and historic riverbank towns like Locke and Walnut Grove — which remind us that indeed life did exist long before the self-tailing winch.

As I said, when you add it all up, River sailing isn't half bad: freshwater liberty versus saltwater angst; seasonal variance versus annoyingly predictable sunshine; knowing where you are at (almost) all times versus the necessity to consult charts and instruments on a regular basis; and crawdads versus lobster... okay, maybe you've got me there.

Let's just say that we're adding a couple of salt-free chapters to a dog-eared log book that reeks of good times, fair winds and evenings in paradise. Wonder how those poor folks in Tahiti are doing?

— *kathy pacheco*

Oh, about our quiz. Well, 'post hole' banking was invented by Levi Painter back in the mid-1800s. Painter came west with the Gold Rush and built a steamboat landing on the Sacramento. There, in the area that eventually became known as Paintersville, he nurtured a succession of businesses catering to settlers and wayfarers.

Known for his honesty and integrity, he was also entrusted with gold coins and leather pouches of gold dust. He hid them in the fence post holes surrounding his property, making "deposits" and "withdrawals" in the middle of the night so no one would know his secret. You could say it was an early version of the ATM.

Erle Stanley Gardner, creator of Perry Mason and author of two Delta books, *The World of Water* (1965) and *Gypsy Days on the Delta* (1967) is the answer to the second question. Not too hard, huh? His first story, *The Log of the Landlubber*, appeared in *Pacific Motor Boat* magazine in 1916 and earned him $50.

Finally, Walnut Grove, Isleton and Stockton were featured in a series of movies, including *All the King's Men*, *Cool Hand Luke* and Erskine Caldwell's *God's Little Acre*. Before that, steamboats raced up and down the Sacramento for flicks like *Steamboat 'Round the Bend*, *Huckleberry Finn* (the Mickey Rooney version) and *Dixie* with Bing Crosby.

We culled these amazing facts from Bob Walters' classic book called, simply, *Delta*. It's one of the great reference books

Delta mode.

to have if you want to become a Deltaphile yourself. You'll also need anything written by Hal Schell, especially his handy little fold-out map of the Delta.

Other than that, don't do what we did. Make sure your boat and crew and plans stay on track. Then sail up to the Delta and discover it for yourself.

— shimon van collie

CATALINA,

Mexico's exotic. Hawaii's glamorous. But when you get right down to it, Catalina's still a front runner in *Latitude 38*'s 'Best Place in the World to End a Sailboat Race' competition. It's close, it's warm, the natives speak English — and you don't have to take two weeks off work and a second mortgage on your house to do it. Hey, with a little imagination it's even a bit exotic and glamorous, too.

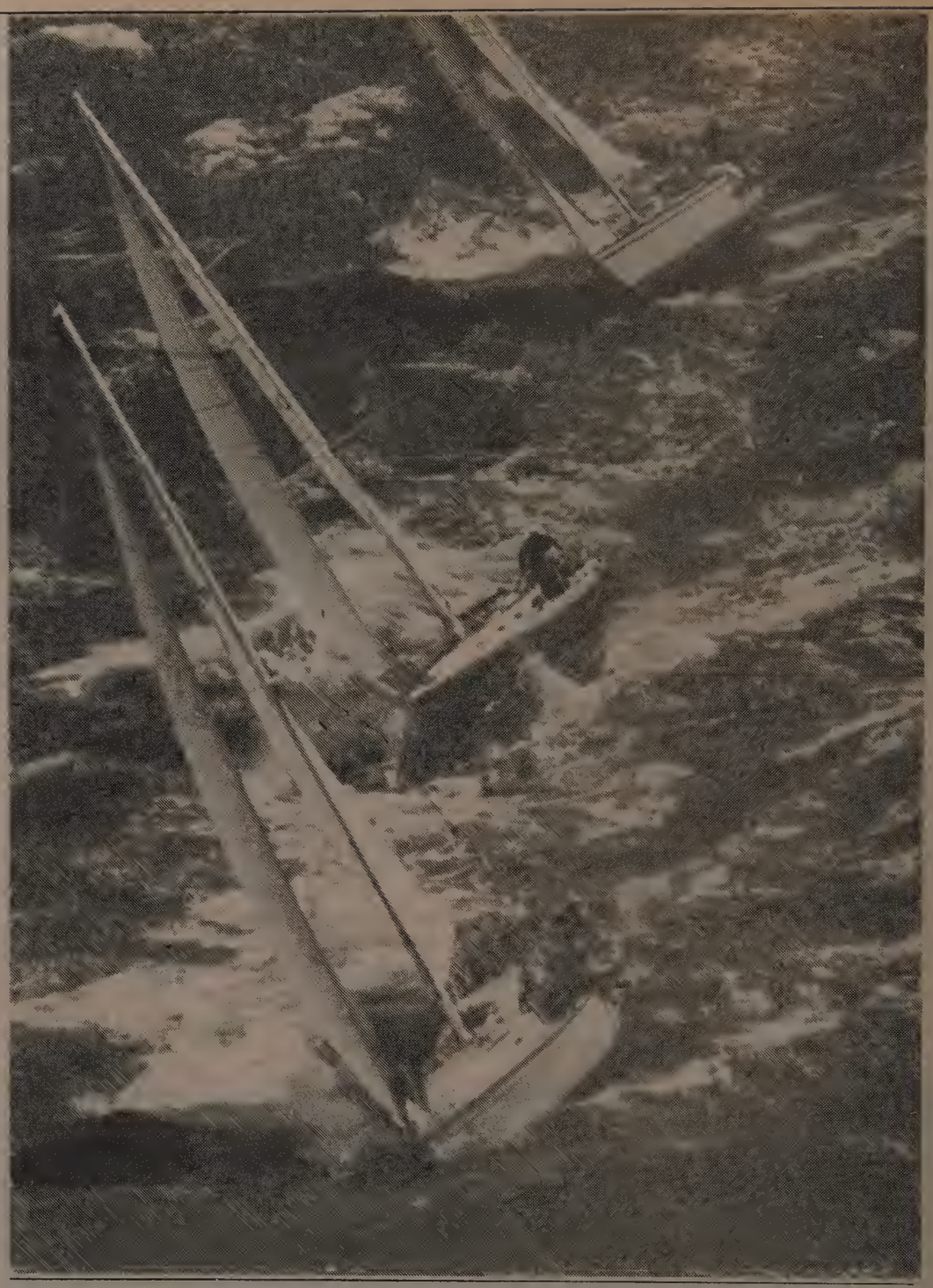
We're not alone in this opinion. How's this for a measure of success: The first Catalina Race in 1978, which amounted to no more than a Metropolitan YC club race, started with four boats. Ten years later, an event-high 127 competed. At this writing, the 1990 fleet has topped out at 116 — exactly the same number as last year.

The 12th running of this coastal classic gets underway on July 7 and 8. The 16-boat non-spinnaker fleet gets the Saturday gun, while the remaining boats start on Sunday. The staggered start is aimed at getting everybody there at about the same time.

1990 entrants run the usual gamut from low-tech cruiser to the why-do-it-if-you-don't-try-to-win crowd. Of particular interest in the high-end boats are three elapsed-time record holders competing together for the first time: Hal Nelson's MacGregor 65 *Zeus* (1987), Peter Tong's new-to-him Santa Cruz 70 *Blondie* (1988), and Hal Day's Farr 68 *Winterhawk*, which last year broke through the magic 36-hour barrier. Her official record time is 35 hours, 11 minutes, 40 seconds.

If there's any wind, that mark is almost sure to fall for the fourth year in a row. (Pre-1987 records are arguable, as racers took their own times at the finish. Since 1987, the co-hosting Navy YC of Long Beach has supplied an official finish boat.) The reason? About all the downwind big guns on the West Coast are aimed at it. In addition to three Big Macs, five Santa Cruz 50s and the mini-maxi *Winterhawk*, the ULDB 70-Rater Association has included the Catalina Race on their 1990 circuit, adding a dozen supersleds to the fray. Even the irrepressible *Merlin* is going.

As with any race, Catalina organizers like to make each one a little better than the last. But plans to change the finish line from Arrow Point to off Avalon drew a storm of justifiable protest: After such a great run down, who wants to spend an extra day caught in the parking lot in the lee of the island? So the finish was officially changed back to Arrow Point. The start, which has moved steadily westward as the race matured (it originally started in the Estuary; last year it started off the Golden Gate YC), will this year be held off Baker Beach, outside the Golden Gate. There's also been a flurry of complaints over the midday starts, which inconveniently coincide with the max flood, but hey, they can't plan *everything* to be perfect.



Last year's start reminded us of county roads and mom's gravy — lumpy.

Sponsors for this year's event include Cellular One phones, who will supply designated division boats with phones to call in daily status reports; Marlinspike Jewelry, which will supplement first-place awards with solid-gold pendants or earrings; and West Marine Products, which will award gift certificates to every boat entered. In addition, organizers will once again field the coolest race-shirts of the year, which will this time be *embroidered*, no less.

Since its inception, the Catalina Race has billed itself as a fun event, which it is both during and after. (Among post-race events are golf and pool tournaments, and a 'Homeward Bound' race to Long Beach.) However, in the interests of responsible journalism, we'd like to end this epistle by dragging out our soapbox for the world's shortest lesson on ocean sailing.

Last year, in the heavy-air first half of the race, several boats took knockdowns where people were thrown into the water. At night, yet. One Olson 30 rounded down and momentarily threw *everybody* into the drink. A normally ultra-controllable Express 37 knocked down and stayed down for between three and four hours. A woman on another boat was knocked momentarily unconscious during an uncontrolled jibe and had to be airlifted to a hospital. Although everybody concerned lived to laugh about it, these instances serve to illustrate that — fun as it may be — Catalina is an open ocean race.

MYCO Oakland-Catalina Race

Yacht	Class/Type	Rating	Owner	Home Port
PHRF I				
Resolute	MacGregor 65	-024	Tom Bodkins	Long Beach
Fastrack	MacGregor 65	-018	Mike Paselk	Long Beach
Zeus	MacGregor 65	-015	Hal Nelson	Alameda
Titan	MacGregor 65	003	John Cooper	Foster City
Blacksilver	Steiner 55	003	S. Steiner/A. Adams	Cypress
Climax	Barnett 52	015	Mike Campbell	Los Angeles
Samurai	SC 50	018	Warren Rosendale	Anaheim
Gotcha	J/44	024	Amberg/Learned	Hermosa Bch
Pythagoras	Olson 40	048	Bob Winson	Santa Ana
Flight	Olson 40	048	Fred Hammett	San Diego
Shaman	SC 40	051	Keith Carlson	Santa Cruz
Pendragon	Davidson 44	054	David Gray	Newport Bch
Ariel	Tradewinds 40	066	Hugh McIntyre	Torrance
Jazz	Beneteau 40	069	Rod Park	Pt. Richmond
PHRF II				
Hana Ho	SC 50	009	Rolfe Croker	Tiburon
Roller Coaster	SC 50	009	Burnap/Fraser	Watsonville
Bombay Blaster	SC 50	009	Dan Howlan	Hermosa Bch
Acey Deucy	SC 50	012	M. Taylor/J. Quanci	Pacifica
Ralphie	SC 50	012	Greg Ley/P. Gibson	Mill Valley
PHRF III				
Spindrift V	Express 37	072	Larry & Lynn Wright	Pt. Richmond
Frequent Flyer	Express 37	072	Ted Hall	San Francisco
Melange	Express 37	072	S. Chamberlin	Oakland
Pazzo Express	Express 37	072	Cliff Wilson	Pleasant Hill
Blitz	Express 37	072	George Neill	Sacramento
First Class	Express 37	072	William Stauch	Walnut Creek
Morningstar	Express 37	072	Larry Doane	San Francisco
PHRF IV				
Pik Off	C&C 40	072	John Jansheski	Novato
"C" Ro Mar	Beneteau 42	072	Marty Christensen	Dublin
Maluhia	Beneteau 42	072	David H. Sallows	Santa Clara
Ocean Star	Frers 46	072	Lindsay Walker	Palos Vrds
Equanimity	J-35	075	Randy Paul	San Jose
Kotuku	Farr 12.20	081	David Thomson	Woodside
Jackrabbit	Peterson 40	084	David Liggett	Saratoga
Legendary	Jeanneau 41	087	Douglas Teakel	Alameda
Lykken	Beneteau 40	093	Steen Moller	Ross
Monarch	Hobie 33	096	Dan Thompson	Corona del Mar
Breakout	Hobie 33	096	Joe Martin	San Marcos
Special Edition	Wilderness 30	102	Eric Sultan	San Jose
Novia	Cal 39	102	John Webb	Belvedere
Route De Vent	Cheoy Lee 43	105	Peter Wolcott	Los Altos
Sligo II	Beneteau 37.5	105	Thomas Fleming	Tiburon
Sirena	Cardinal 46	108	Ed & David Quesada	Santa Ana
PHRF V				
Destiny	C&C 38	114	Peter Bennet	Moraga
Take Five	Santana 35	114	Paul & Lauren Sinz	Oakland
Antara	Cal 40	114	Arent Schuyler	Santa Barbara
Elan	Yankee 38	120	John Domoran	Vallejo
Aniara	Swan 38	120	Eric Schou	Mill Valley
Bella Donna	Burns 27	120	Jerry Mashburn	Long Beach
Jaku	Swan 40	123	E. Alain Levi	Marina del Rey
Salty Hotel	Express 27	126	Mark Halman	Oakland
Opus	Express 27	126	Josh Lindsay	Redwood City
Peaches	Express 27	126	Tom Martin	San Francisco
Michegaas	Soverel 30	126	Joseph Greenblatt	Newport Beach
Dalkai	Chance 37	126	John Larson	Torrance
PHRF VI				
Blue Fox	Hunter 37	129	Jim & Sue Hanck	Walnut Creek
Vandal	Santa Cruz 27	132	Conrad Banks	Huntington Bch
Numerator	Fast 345	135	Dennis Albright	Red Bluff
Intrepid	Freedom 36	138	George McKay	Berkeley
Gypsy Warrior	Freya 39	141	Rick Gio	San Rafael
Mega	C&C 30	144	Robert Hickey	San Jose
Top Sort	B-25	144	Matt Russert	Manhattan B
Wind Walker	Islander 36	144	Greg Gilliam et al	Redwood City
PHRF VII				
Black Magic	C&C 33	150	Sepulveda/Milano	Belmont
Meridian	Morgan 382	153	John Jonas	Benicia
Legs	Moore 24	156	Lester Robertson	Stateline
Nicole	Orion 35	156	Jim Dupuis	Orinda
Wander Ty	Newport 33	162	Richard Tyhurst	Palos Verdes
Freewind	Cal 9.2	168	Don & Betty Lessley	Novato
Pussyfootin	Cal 34	174	Dick Horn	Palmdale
North Mist	Catalina 30	180	Jim Aton	Benicia
Current Asset	Islander 30	186	Bowen/Manuele	Walnut Creek
Torch	Custom 35	186	Albert Gearing	Monrovia
Perezoso	Excalibur 26	216	J. Nehms/D. Sargent	Palo Alto
IOR				
Merlin	Lee 67	69.99	Campion/Hall	Torrance
Mongoose	SC 70	69.93	Paul Simonsen	Diablo
Blondie	SC 70	69.85	Peter Tong	Long Beach
Drumbeat	SC 70	69.69	Don Ayres, Jr	Newport Bch
Cheval	N/M 68	69.58	Hal Ward	Manhattan Bch
Holua	SC 70	69.55	Davis Pillsbury	San Marino
Evolution	SC 70	69.52	Bob Doughty	Playa del Rey
Pyewacket	N/M 70	69.51	Roy Disney	Toluca Lake
Taxi Dancer	R/P 68	69.28	Mitch Rouse	Long Beach
Grand Illusion	SC 70	68.86	Ed McDowell	Pac Palisades
Ole'	SC 70	68.82	Antonio Elias	Costa Mesa
Chance	SC 70	68.65	Bob McNulty	Long Beach
Medicine Man	Choate 56	59.50	Robert Lane	Pico Rivera
Winterhawk	Farr 68	59.34	Hal Day	Dana Pt.
Amante	Choate 48	36.69	Mel & Bud Richley	Newport Bch
Charisma	S&S 54	35.82	Stephen Popovich	Redondo Bch
Illusion	Choate 44	31.98	David Fell	Pasadena
Wall Street Duck	Schum. 38	28.33	Paul Rosenthal	Oakland
Leading Edge	Wylie 34	22.78	Joe Starritt	Corte Madera
IMS				
Cantata II	Andrews 53	N/A	Brook Gifford	La Habra
Wave Runner	Luffe 48	N/A	Lon Price	San Francisco
Foxfire	Andrews 44	N/A	Dennis Howarth	Ventura
Novia	Cal 39	N/A	John Webb	Belvedere
Truant	Swan 38	N/A	Pam & Jim Starr	Portola Valley
Bandido	Farr 36	N/A	Ed Lawrence	Richmond
Sorcerer	C&C 30	N/A	Greg Cody	Foster City
NON-SPINNAKER				
Pegasus	Hunter 54	048	Pat Hodges	Foster City
Finale II	Sabre 42	093	Alex Finlay	Pleasant Hill
Regardless	Tartan 41	102	Herman Trutner	Oakland
Kristine	Olson 34	105	Sherwin Harris	Hayward
Wind Porsche	Catalina 38	117	Ed Laenen	Mtn. View
Ginny's Too	Nord Canbe 37	132	Bill Russell	Pt. Richmond
Relentless	Catalina 36	147	Pete Rummel	Concord
In Conference	Islander 36	150	Ed Henry	Danville
Peg O' My Heart	Morgan 382	153	Thomas Friel	San Francisco
Manana	Catalina 36	153	John Frisbe	Alameda
Cutty Sark	Aloha 10.4	159	Max Richardson	Pinole
Wave Rider	Hunter 31	159	Mark Rommell	Hayward
Sonho Bahia	Isl Freeport	162	Griffith Evans	Alameda
Rhumb Runner	Pearson 42	165	Michael Jordan	Redwood City
Flower of Scotland	Cal 34	174	Gordon Jamieson	Huntington Bch
Amanda	Newport 30	174	Patrick Broderick	Santa Rosa

As such, it requires some measure of attitude adjustment, especially by those who normally confine their sailing to the relative safety of the Bay. So have some respect. Have some humility. And don't be stupid. Remember, safe sex is just as much fun as the alternative. So is safe sailing.

See you in Avalon!

— latitude/jr

THE SAKE RUN, PART IV:

Ah, Micronesia, the best *and* the worst of Pacific cruising.

Sailing north from Bougainville Island in Papua New Guinea toward Truk Lagoon in south central Micronesia often means struggling to find any breeze south of the Equator. Eventually you pick up the northeast trades that whisk you to Micronesia, home of some 2,000 islands, almost all of them with their traditional culture intact.

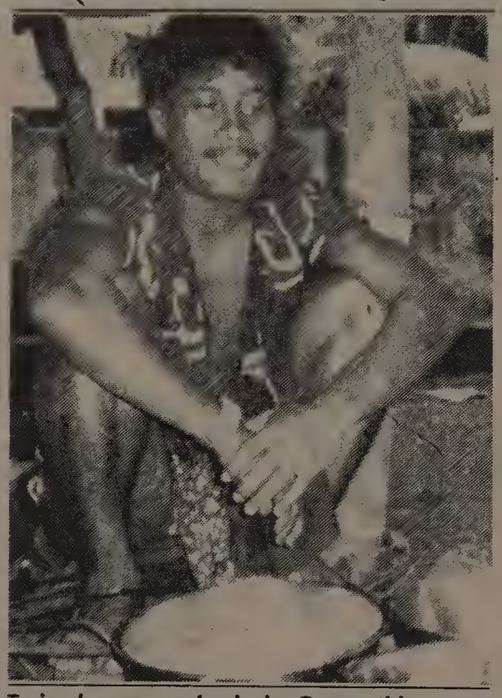
From nine months to 90 years, Micronesians are extremely friendly.

The South Pacific Handbook describes the majority of the islands of Micronesia thusly: "Life is idyllic on the outer islands — no airstrips, hotels, cars, electricity, drugs, crime, pollution rich or poor — there's lots of food for everyone and an almost money-free existence based on fishing and gardening." Combine that with kind and giving natives, ideal weather, a lack of tropical diseases and little interest by the U.S. military, and you've got — with one exception — the makings of the best cruising in the Pacific.

If you're on the *Sake Run*, you'll probably enter Micronesia at Truk Lagoon, which is in the State of Truk, which with three other states and the Republic of Belau, the Marshall Islands and the Commonwealth of the Northern Marianas, make up Micronesia. Yes, it's pretty confusing until you pull out the atlas and encyclopedia and do a little research.

Some 40 miles across with a nearly 200-mile fringing reef, Truk is the largest lagoon in the world. Within the lagoon are 98 islands, 11 of them tall and volcanic in origin.

The worst of Pacific cruising is to be found in Truk Lagoon at the island of Moen, which is both the capital and where you check in. "What a dump!" is about the only honest reaction you can have to this city of 12,000.



Trained as a mechanic in Guam, this young Micronesian can do wonders with a couple of screwdrivers and wrenches.

In traditional Micronesian villages, the food comes in handy, disposable, biodegradable wrappers: coconut shells and banana peels. Throw the wrappers it in a pile and it's no big deal; what the pigs don't eat quickly becomes compost. But in the big city of Moen, the food comes in plastic wrappers and aluminum cans. Unfortunately, the people haven't progressed beyond the traditional way of disposing with wrappers: tossing them on the ground. There is a fortune in recyclable aluminum waiting an entrepreneur in this Micronesian slum.

In theory, Moen is 'dry'. In other words, no booze can be sold. The ineffectiveness of the local prohibition can be seen everywhere in the form of empty Budweiser cans; they just didn't fall out of the sky. When full, the cans had been intended for some of the outer islands, which are 'wet'. For some reason or other, those beer shipments to the outer islands always seem to go out short.

There is plenty of good reason that Moen should be dry, as the Trukese most assuredly have a serious problem with alcohol. They drink and then they fight. There were so many one-sided fights between the men and their wives, that a former governor's wife succeeded in passing a prohibition referendum. Since prohibition is poorly enforced, the visitor must take care.

Happily, cruisers don't have to linger in Moen. Most yachts anchor down by the relatively swanky Continental Hotel, which is noted for delicious cheeseburgers and the best salads around. The hotel has long been kind to yachties, but we've heard reports this changed a bit in the fall of 1989 after one Australian sailor got drunk, fell out of his dinghy and drowned.

If diving wrecks is your sport, Truk Lagoon is a paradise. During World War II, Truk was to the Japanese fleet what Pearl Harbor was to the United States. During Operation Hailstone in February of 1944, the United States sank 350 vessels and destroyed 250 planes in Truk, with the loss of only 26 of our own aircraft.

Most of the ships — including a submarine, a aircraft ferry with Zeros still on it and a loaded munitions ship — can be dived. Many of the ships still have things such as dinner plates, signal lights and other artifacts. Because of the fear of looting, all of it has been declared an Underwater Historical Monument and nobody is allowed to dive without a licensed guide. This rule is strictly enforced, so you can bet any guide who sees you diving alone will call the police. While we were there the police searched all the yachts because there had been just such a call. So play by the rules or expect the consequences.

Diving on wrecks is convenient, too. If you anchor at the Continental Hotel, you can jump overboard and snorkel on a Japanese plane and a small cargo ship.

The hills are every bit the war museum that the lagoon is. There are caves that still hold artillery pieces — some captured from the British at Singapore — that were capable of firing rounds beyond the horizon. The fortress at Truk was known as 'Gibraltar of the Pacific'; then aerial attacks were perfected. The mighty guns were never fired. After Hailstone, the 50,000 Japanese survivors and the 'fortress' were virtually ignored as the U.S. leapfrogged past to attack Saipan.

The other islands in Truk Lagoon are much cleaner than Moen and the people

ALL PHOTOS HODIERNE/SHEPARD

much friendlier. But it's once you leave the lagoon entirely and visit the outer islands, which are mostly palm-lined atolls rather than volcanic, that you begin to see what paradise was like before the introduction of pop-top cans and Twinkies.

We planned to make Puluwat our next stop after Truk Lagoon. It's about 150 miles west, which is about as far west (149E) as we wanted to go. Any further and it becomes difficult, with the northeast trades, to lay Guam (144E), our next stop, on one tack. Puluwat also has the benefit of a well-protected lagoon.

Three yachts, all friends of ours, visited Puluwat just before we planned to sail there. Two of the boats were big 70-footers, which meant the island was host to 18 yachties at one time. That's a lot of hosting for an island with just two villages and a total population of only 500. After they had been there a week, our friends reported via radio that the locals had become testy and were asking for money for just about everything. It sounded like a case of 'yachtie overload'.

Suddenly, Puluwat didn't seem like such a good destination. After studying the charts carefully, Lisa and I became depressed. There was nothing else that looked like a feasible destination. True, there was an island called Pulap, but the chart showed fringing coral close to shore and a lagoon that didn't look too protected. According to the *U.S. Pilot*, "The lagoon is exposed to strong winds and

heavy swells." Experience has taught us that when the *Pilot* says something is exposed, they mean it.

But then we got a break. We met a native of Pulap who was on Truk studying to become a priest. He told us that despite what the chart showed, there was a small inner lagoon with a pass leading to it. The chart indicated nothing of the sort, but if you can't trust a priest, who can you trust?

Bare breasts mean nothing in Truk, but women don't dare expose their thighs.

When we arrived at Pulap we couldn't see any pass. So we dropped the hook in the rolly outer lagoon — which was as bad as the *Pilot* had said — and vowed to leave the next day. The anchor was barely wet, however, when we noticed a couple of natives rowing out to us with an outrigger canoe. It was just like in your dreams of a Pacific paradise. Soon two men and a boy climbed on board and — in surprisingly good English — told us they could guide us through the pass.

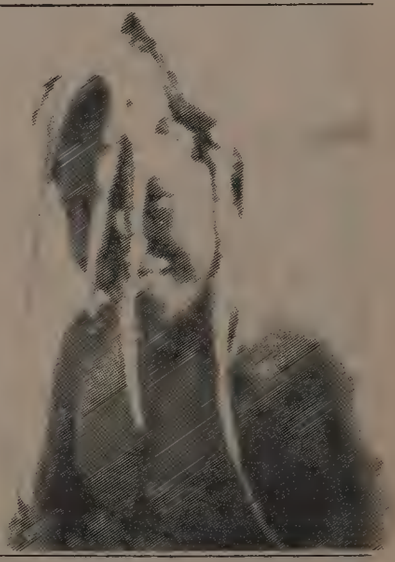
"What pass?" Robert asked.

"There," they said pointing to an area of breaking water.

"Where?" Robert asked again. They looked exasperated.

"We'll show you," they said, and started pulling up our anchor. So in we went, with one of them back with Lisa who was at the tiller, and the other on the bow with Robert. When we tried to explain to them that we drew a little more water than their canoe, they just smiled.

Transiting the break through the reef — it would be too generous to call it a pass — was the easy part. Once inside the 'lagoon' we had to weave our way through coral heads in what appeared to be a random pattern. But our guides really did know what they were doing. Finally we anchored in the mini lagoon. The distance between the shore and the reef was no more than 60 feet; fortunately, a constant one to two knot current that always ran parallel to shore kept us centered between the two dangers. Even so, in addition to



An octopus on the head — must be the Micronesian version of dreadlocks.

our main bow anchor, we tied bow and stern lines to coconut trees and set a second anchor abeam on the reef. Later, during a storm, these extra lines were to prove handy.

Watching from the beach were 100 naked children, all of them shouting 'hello'. The more bashful teenagers lurked in the shadows of the coconut trees while adults from all over the island left their work to come see the yacht. We were told that we were only the second yacht to have ever visited Pulap; the first had arrived only four months earlier.

Our plan was to spend three days, four at the most. at Pulap. We ended up staying for six weeks.

The approximately 600 residents of Pulap live a traditional life, a life they are in many ways forced to live by the nature of their island. They have little choice, for example, when it comes to diet. They eat what their grandparents ate and what their grandparents before them ate: fish, coconut, breadfruit, taro and papaya. They only staple from the outside is rice.

Happily for visiting yachties, Pulapese don't care for lobster. Their lagoon is full of them, and the local men are only too happy to get them for you.

While their diet is something they are pretty much stuck with, in other ways they have chosen to maintain their traditions. Clothing is a good example. A few years back a Catholic priest — everyone is Catholic — instructed all the natives to wear European-style clothing; dresses, pants

and shirts. It wasn't the best directive, however, as the people developed heat rashes and spent too much money on clothes. Today — by choice — the men wear only loin clothes and the women only skirts. On Pulap, unlike the United States, a woman's bare breast has no sexual significance.

Pulap women, however, never show a bare thigh. Lisa found that out her first day when she went ashore in a modest, one-piece bathing suit. Her breasts were covered but her thighs were bare. She might as well have been topless at a Baptist picnic.

The men used to have their own fascinating sexual customs. One involved the carving and carrying of a unique 'love stick'. Blantantly phallic, the men would stick them through an opening of the hut in which their love interest was sleeping. The woman would identify the suitor by the shape of his 'love stick', and either pull it/him in or push it/him away. So that's how they got by without fern bars and personal ads in weekly newspapers.

There are other traditions on the islands in this region that visiting yachties would do well to respect. Each village, for example, has a traditional chief who should be visited with a gift. Cigarettes are valued, but if you have ethical problems with that, a 50-pound bag of rice (available at Moen for $10) will do quite nicely. Do not, however, give any of the local men booze. Most of the islands in the area have banned alcohol for good reason. You may be asked for yeast, but you should be careful about that, too. The men make a local brew with sugar, water and yeast — a concoction they sometimes allow to age for as long as five or six hours.

The islands of Micronesia are also known as the 'navigator islands', because it was from here that the most impressive ancient navigators came. And don't let the Polynesians fool you about this. The man who navigated the giant outrigger from Hawaii to Tahiti a few years back was Micronesian, not Polynesian. His sons live on Pulap.

A Micronesian mess at Moen; an inverted Toyota resting atop Mt. Budweiser.

The traditional Micronesian navigators remembered their way by learning songs — a little like setting the *Nautical Almanac* to music. They navigated by knowing which way the winds and waves moved, and by following certain stars. There are still a few old men who possess these traditional navigation skills, but they are dying. One of the few left died the week we were there.

On Pulap, at least, some of the young men are studying the art of traditional navigation, but it takes years to master.

Instead of studying navigation, many of the young men have gone off the island to study mechanics. Several have become quite skillful. On Pulap there is a limited amount of machinery: a freezer plant for their fish, five outboards and two generators. Not a whole lot. The only tools they have to keep this equipment going are two screwdrivers, a pair of pliers and a couple of crescent wrenches. While we were there our toolbox was in constant use; by the time we left everything was back in running order.

We later sent the people of Pulap a set of socket wrenches, a soldering iron and some other tools. One of the pleasures of visiting seldom visited islands such as Pulap is that yachts can be a real help to the islanders. Since they give us so much, it's rewarding to be able to give them something in return.

You may not find an island in Micronesia that has never been visited by another yacht, but with the 2,000 islands of Micronesia sprinkled across this part of the ocean, you can have a delightful adventure trying.

— Robert Hodierne & Alicia Shepard

A Word About Typhoons And Micronesia

Even during typhoon season — which runs from approximately June through September — most of Micronesia escapes trouble. Typically, typhoons develop in Micronesia and then mature and cause big trouble elsewhere. It is not, however, accurate to say that Micronesia is typhoon-free, and thus the prudent mariner will be wise to always think about places of refuge.

Yankee Lady sat out the early stages of what became "super typhoon" *Andy* last May while in Pulap. We had four days of steady 35 knot winds, and it rained enough to fill the island's water tanks to overflowing. Although far from the best place to sit out high winds, with the generous help of the islanders, we and *Yankee Lady* came through unscathed.

Bits And Pieces

Truk is one of the four states of the Federated States of Micronesia, a self-governing country in free association with the United States. Currency is the U.S. dollar and the postal system is U.S.

American citizens need no visa to enter, but Immigration officials want to see cruising permits — or evidence that you applied for one. Other than that, check-in is routine. Immigration officials came to our boat right away; we had to search for the Customs guy.

It's possible to sail down to the main harbor at Truk for checking in, but you won't want to stay there long. With a little pleading, you'll be allowed to go straight to the anchorage at the Continental Hotel and take care of formalities from there. You'll be glad you did.

It's good practice to listen to Guam weather once each day. The U.S. Coast Guard gives a detailed weather forecast four times a day: on 13.113.2 at 2130 and 0330, and on 6.506.4 at 1530 and 0930.

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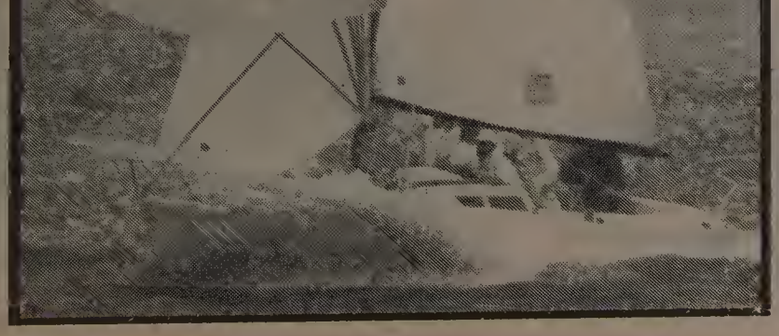
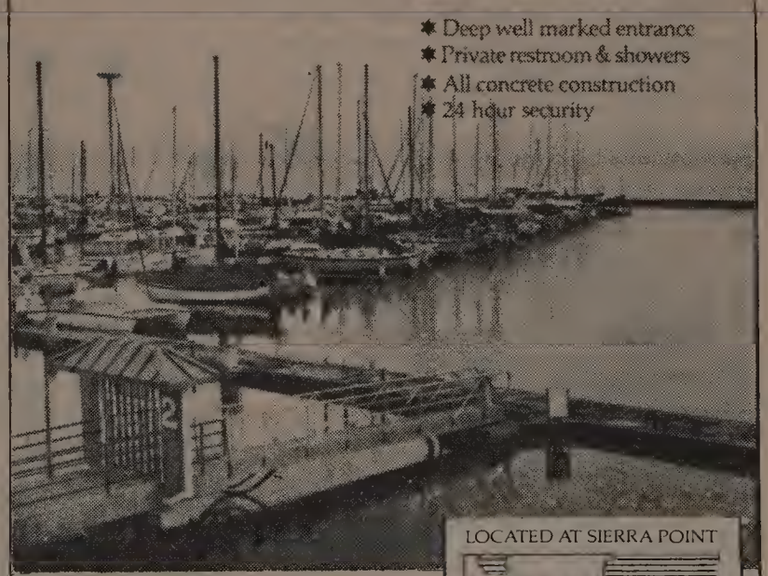


BRISBANE MARINA

BRISBANE MARINA WITH EASY ACCESS TO SAN FRANCISCO BAY



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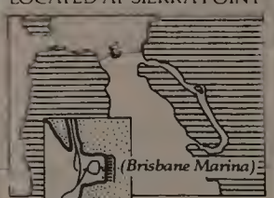
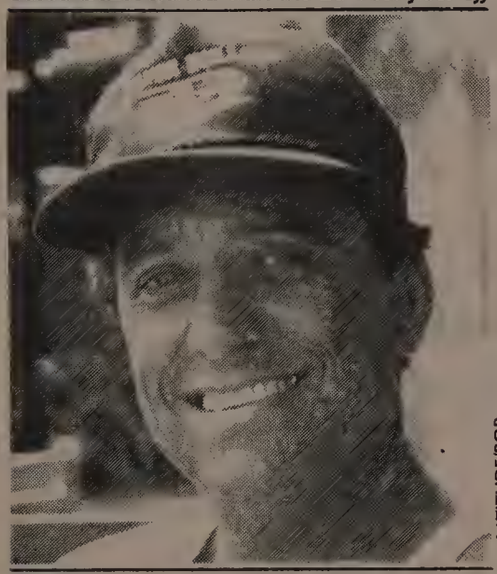


From No. or So. on Hwy 101 take the Sierra Pt Pkwy Marina Blvd. exit.

LOG OF THE

The last leg of the Whitbread Round the World Race featured an unorthodox competitor: John DeLaura's Santa Cruz 70 Silver Bullet. *An unofficial entry, the Long Beach-based* Bullet *started with the 23-boat fleet off Ft. Lauderdale for the 3,800-mile home-stretch sprint to Southampton, England. In the best tradition of Sir Edmund Hillary, DeLaura and a cadre of west coast creme de crew did it 'because it was there' — and, okay, to see how a Santa Cruz ultralight stacked up against the maxi marathon yachts that had already completed 33,000 miles in the five previous legs. Here, via excerpts from the personal log of crewman Patrick Adams, is how it went.*



LATITUDE/ROB

John DeLaura.

May 5, *Race Day* — By 8 a.m. the docks are a flurry of activity. TV cameras, reporters, crews, friends and onlookers. Alain Gabby, the skipper of the French entry *Charles Jourdan*, stops by to wish us good luck and a fast trip. Although we are an unofficial entry, we have felt nothing but goodwill and support from the entire Whitbread fleet. They even include us in the twice-daily roll call as we cross the Atlantic.

At 10 a.m. the boats begin to leave the dock. As *Maiden*, with her all-woman crew, takes off, there is a blast of horns and a surge of clapping. The estuary is packed, there are boats everywhere. *Steinlager* and *The Card* look majestic with their huge rigs covered with flags.

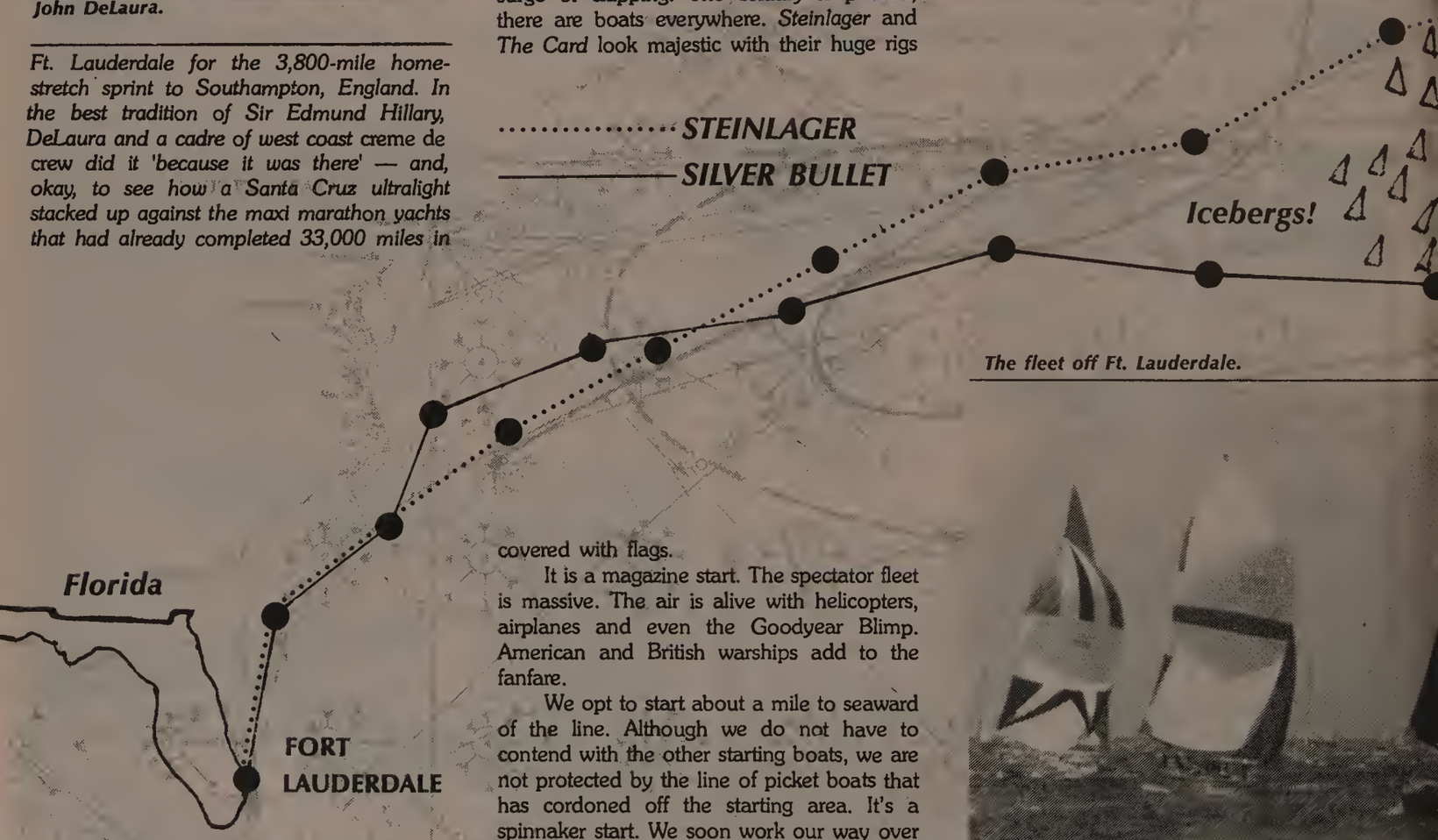
It is a magazine start. The spectator fleet is massive. The air is alive with helicopters, airplanes and even the Goodyear Blimp. American and British warships add to the fanfare.

We opt to start about a mile to seaward of the line. Although we do not have to contend with the other starting boats, we are not protected by the line of picket boats that has cordoned off the starting area. It's a spinnaker start. We soon work our way over to the fleet and test our boat speed. *Steinlager* and *Fisher & Paykel* are to windward, *The Card* to leeward, *Rothmans* dead astern.

We begin to feel confidence in *Silver Bullet* — we are slowly pulling away from the other boats. We can no longer read "Rothmans" on the spinnaker behind us. In these conditions, we are fast.

May 6, *30°39N, 79°15W; day's run: 292 miles* — By morning light we see *Rothmans* and *Fisher & Paykel* abeam and to windward. Midmorning the wind goes light and heads us. The right jib to set is the #2 but we left the #2 and heavy #1 home — this was supposed to be a downwind race. We set the #3 but are underpowered and watch as the two boats to weather pass us by. Evening brings a return of the breeze from astern. We pop the 3/4 oz. and spend a beautiful evening surfing down the Gulf

> Steering is like playing an electronic arcade game with the accelerator stuck on full speed...



The fleet off Ft. Lauderdale.

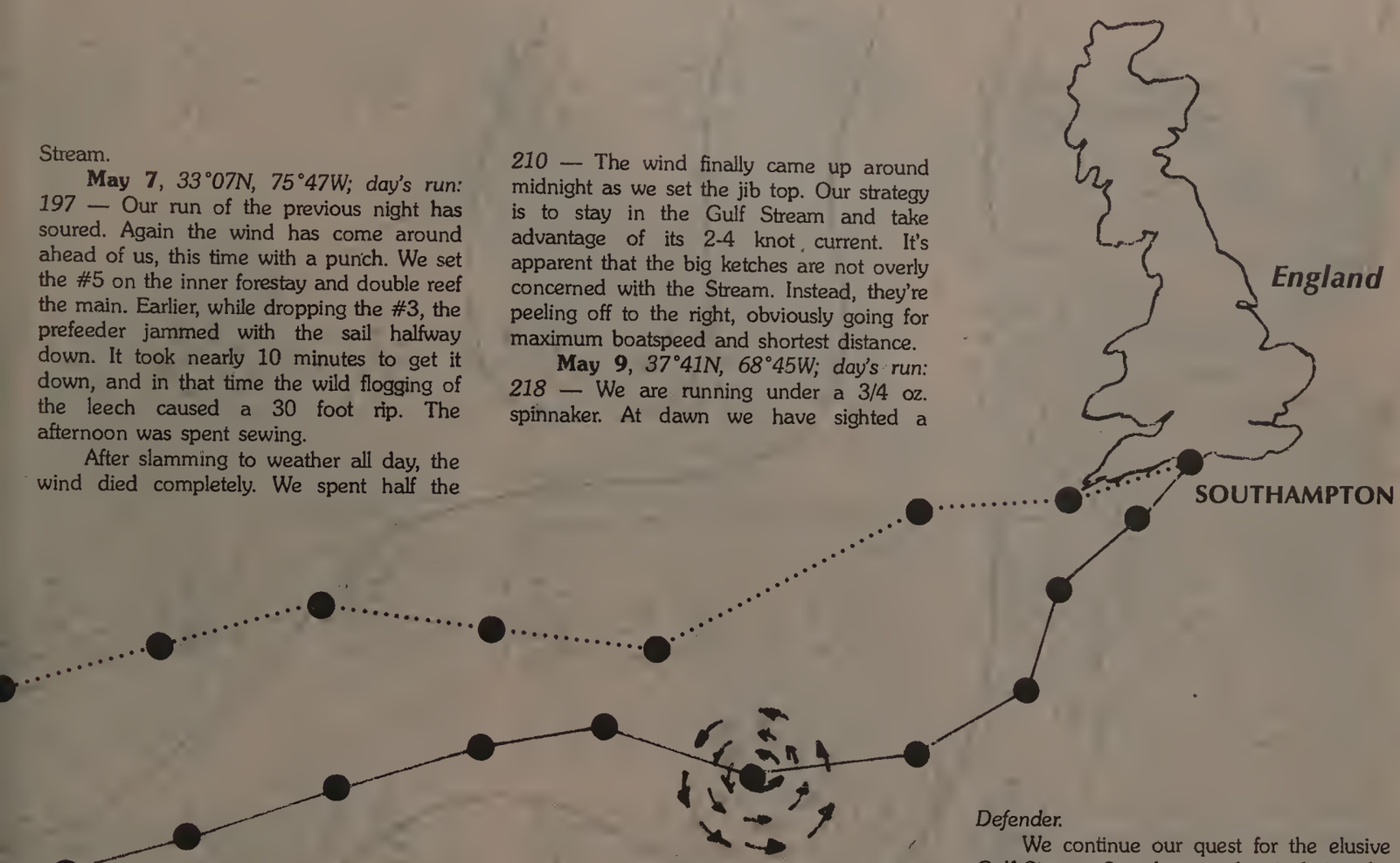
Stream.

May 7, *33°07N, 75°47W; day's run: 197* — Our run of the previous night has soured. Again the wind has come around ahead of us, this time with a punch. We set the #5 on the inner forestay and double reef the main. Earlier, while dropping the #3, the prefeeder jammed with the sail halfway down. It took nearly 10 minutes to get it down, and in that time the wild flogging of the leech caused a 30 foot rip. The afternoon was spent sewing.

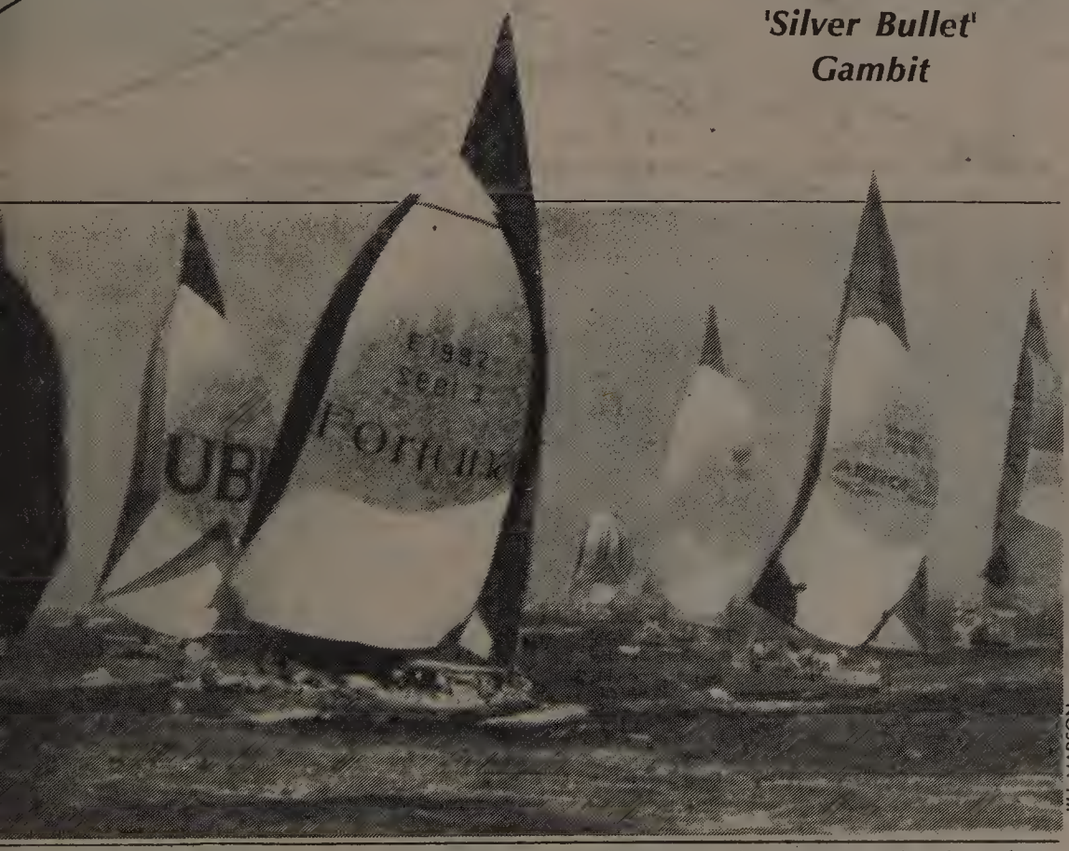
After slamming to weather all day, the wind died completely. We spent half the night with sails slapping as the Gulf Stream carried us north.

May 8, *36°05N, 73°29W; day's run: 210* — The wind finally came up around midnight as we set the jib top. Our strategy is to stay in the Gulf Stream and take advantage of its 2-4 knot current. It's apparent that the big ketches are not overly concerned with the Stream. Instead, they're peeling off to the right, obviously going for maximum boatspeed and shortest distance.

May 9, *37°41N, 68°45W; day's run: 218* — We are running under a 3/4 oz. spinnaker. At dawn we have sighted a sailboat on the horizon ahead and to leeward of us. By midmorning we have caught her and identify her as *British Defender.*



The Low and the 'Silver Bullet' Gambit



JILL MARSON

We continue our quest for the elusive Gulf Stream. Somehow we lost it during the night, and we now have to pay for it by forfeiting good surfing conditions in order to grind our way to windward. By nightfall the sea temperature soars, indicating we are back in the 'river'. We fall off, set the kite, and begin surfing. Evening roll call is depressing. It appears that we have lost a lot of distance in our search for the Stream, and are now 70 miles behind *Steinlager*. Nevertheless, our strategy remains the same: follow the Gulf Stream, stay south, and try to keep on the bottom side of the lows.

May 10, *38°22N, 62°23W; day's run: 308* — A wonderful day of surfing conditions. The stream has paid off today as we have gained back a good chunk of the miles we lost yesterday.

May 11, *40°01N, 56°12W; day's run: 305* — Roll call. *British Defender*, the boat that we saw two days ago, reports that they have broken their mast. Little more information is available except that they will try to make it to Southampton. *Maiden* reports that they have hit a whale but sustained no damage. With last night's run, we have put distance on all the boats in our class. We are now the southernmost boat. It has become apparent that no one else is interested in the Stream and instead are taking the great circle route.

May 12, *39°14, 49°39W; day's run: 308* — Today we need to keep an "honest course". Tonight we enter the iceberg area.

LOG OF THE

PATRICK ADAMS

Downwind, the 'Bullet' was unbeatable.

Steinlager to the north reports 2°C temperature, dense fog, and icebergs on the radar. We have extinguished our nav lights and turned the instruments lights down to a bare minimum for increased nighttime visibility. One man stands radar watch and those on deck search the pitch black horizon for "cubes". The wind has complied, as we race along the Stream under spinnaker, leaving icebergs both to port and starboard.

May 13, *39°30N, 42°50W; day's run: 318* — Roll call puts us even with the boats to the north. All boats made it safely through the iceberg area. At midmorning we peel to the 1 1/2 oz. chute as the wind increases to a steady 35 knots. We hit a line of squalls in the afternoon and the *Bullet* virtually leaps out of the water with every gust. The boat's acceleration is awesome, jumping across the tops of waves, spray flying off the bow. Steering is like playing an electronic arcade game with the accelerator stuck on full speed — except if we crash and burn, it's for real.

May 14, *42°45N, 37°08W; day's run: 294* — A wild night at high speeds. Commodore Tompkins hit the speed record of 24.7 knots. While attempting to reef in the morning, the main jammed and would not come down. It took two hours and several trips to the masthead to repair. As soon as we got the main operational, the jib jammed in the feeder while taking it down. It was a day spent fixing things as they broke.

May 15, *42°27N, 33°37W; day's run: 201* — We spend the day changing between the #1 and the #3 jibs as the wind ranged from 10 to 17 knots. The fleet to the north obviously has wind. They have made distance on us and are now about 80 miles ahead. We are in completely different weather systems, as more than 300 miles of latitude separate us.

May 16, *43°32N, 28°52W; day's run: 204* — The sled's dread — a 30 knot headwind. Conversation is down to a minimum as we slam into the seas. Every time we fall off the bigger waves, *Silver Bullet* crashes to the bottom, shuddering violently for a moment. The crew on deck instinctively look aloft to see if the rig is still in the boat.

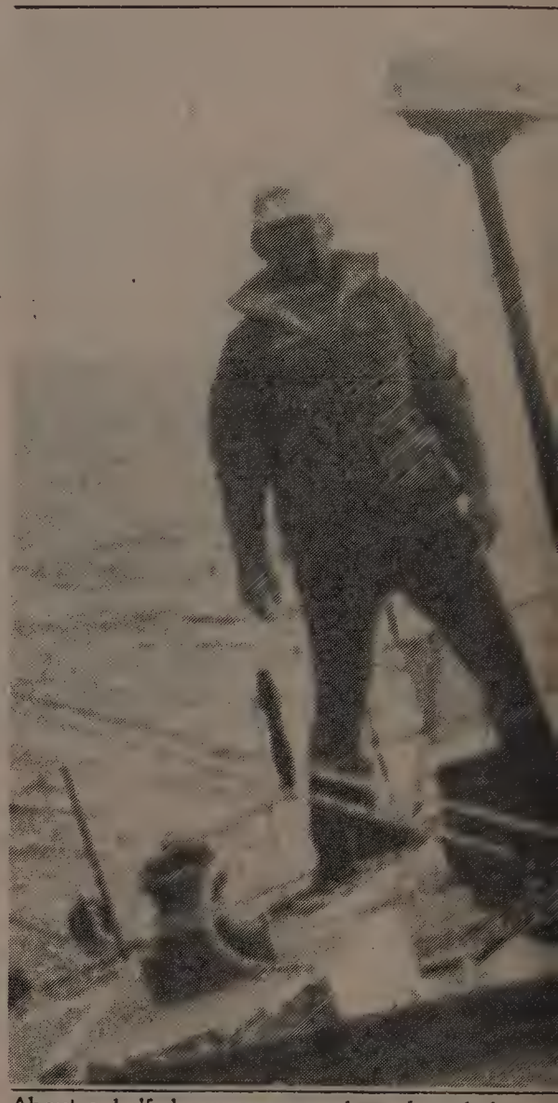
May 17, *44°33N, 24°13W; day's run: 210* — Noon roll call shows the bulk of the boats beginning to converge with us. They are now about 60 miles north and 50 miles ahead. The big ketches are remaining a little further north than the pack of sloops. We have light winds off the port bow, forcing us to stay south of rhumb.

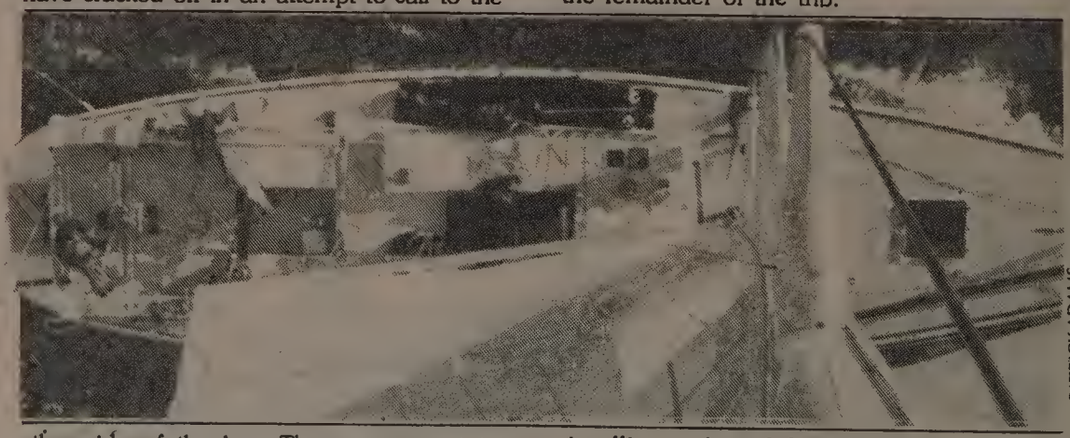
May 18, *45°00N, 20°40W; day's run: 155* — We are at a clear disadvantage. There has been a low pressure system hounding us for several days, and now appears to have adjusted its speed to ours. This means we can only expect more of the same — light headwinds. In these conditions, a Santa Cruz 70 just doesn't have the waterline to keep up with the 80-footers ahead of us.

May 19, *45°05N, 15°40W; day's run: 220* — As the low continues to dog us, we have introduced the "*Silver Bullet* gambit". We know that we can't keep up with the other boats while going to weather, so we have cracked off in an attempt to sail to the other side of the low. There we expect to encounter a more favorable wind. But we'll lose a lot of distance to the other boats before it begins to pay off.

May 20, *41°29N, 10°25W; day's run: 227* — The forepeak has become an aviary. About a half dozen sparrows have boarded us and are flying around the interior of the boat, making their nest in our forepeak.

To add insult to injury, today we ran out of propane. No more hot drinks, meals or showers. Most of the remaining food is freeze dried and is useless to us now. We will have to live on nuts and candy bars for the remainder of the trip.




PATRICK ADAMS

A gull's-eye view of the goings-on.

May 21, *45°57N, 07°05W; day's run: 218* — Noon position puts *Steinlager, Fisher & Paykel*, and *Merit* off Lands End. We are

PATRICK ADAMS

'Silver Bullet's Whitbread crew consisted of (l to r) Dave Wahle (carpenter, Santa Cruz), Robert Flowerman (professional sailor, Sausalito), owner John DeLaura (entrepreneur, Long Beach), Patrick Adams (rigger, San Francisco), Mark Simms (carpenter, Santa Barbara), Dan Schiff (graphic artist, Culver City), Carlos Badell (rigger, Sausalito), Mark Rudiger (professional sailor, Sausalito), Warwick "Commodore" Tompkins (professional sailor, Mill Valley), and Jim Shutt (professional sailor, Long Beach). This photo was taken by a camera taped to the reaching strut and set on self timer.

stuck in the Bay of Biscay in constantly changing winds. Within a few hours we have experienced torrential rain, light headwinds, spinnaker runs, flat calms, and reaching with the jib top. The *Silver Bullet* gambit did not pay off. It seems that the low adjusts its speed and heading to match ours no matter what we do.

May 22, *48°05N, 05°49W; day's run: 135* — The big ketches expect to finish this afternoon. The sloops are at the mouth of the English Channel and we still bob around in the Bay of Biscay. We are virtually out of food, but humor is still high. Several of the crew have created gourmet lunches by cutting pictures of food out of magazines and taping them onto paper plates. However, what we really ate today was a mixture of two cans of bean dip, one can of tuna, a splash of Tabasco — mix well and spread on a Saltine cracker.

May 23, *49°30N, 03°27W; day's run: 145* — We have finally made it to the English Channel. The ketches have finished but the sloops are still out here becalmed with us. We found a salami in the bilge, but no one wanted the responsibility of dividing it up equally. Robert Flowerman finally volunteered and spent nearly an hour surgically dividing the thing into 10 precisely equal little piles. (After this is over, he can cut diamonds for a living.) Conversation has turned increasingly towards food and stories of cannibalism.

JILL MARSON

'Steinlager''s triumphant win of all six legs prompted one observer to comment, "Maybe now they'll make the beer taste better."

May 24, *50°35N, 01°55W; day's run: 55* — The worst day's run was made up for by a beautiful night's sail down the Solent. The breeze was fresh as we short-tacked the last 35 miles, leaving the Shingles to port and the Needles to starboard. Our 4 a.m. finish was signalled by the flash of automobile headlights and the blast of a horn.

Epilogue — Unfortunately, we rarely got "our" conditions — downwind surfing. When we did, *Silver Bullet* showed she's unbeatable. She's also extremely fast on a reach and holds together better than many while pounding to weather.

Special acknowledgement should go to owner John DeLaura for conceiving and implementing the challenge, and to Robert Flowerman for so thoroughly preparing the boat.

— patrick adams

Standings-wise, Silver Bullet *finished in the middle of the fleet. After the race, DeLaura switched hats from Whitbread racer to prodigal son, sailing home to his native Azores for a short visit. At this writing,* Bullet *is en route back to the West Coast.*

VIEW FROM ON HIGH:

The anemometer was indicating 74 knots of apparent wind. It always seems to howl off San Simeon, but this was really something. Surprisingly, we weren't getting soaked by spray. It wasn't because of some miracle dodger — it was because we were 12 stories up on the bridgeway of the 900-foot long American President Lines C-10 container ship *President Jackson*. Looking down at the 12-foot seas, it was one of the few times we were content to be on a 'powerboat'.

Seventy-five knots of apparent wind will make anybody's hair stand on end, including Captain Gary Schmidt's.

However, it was a sailboat that was responsible for us being on the *Jackson*. Last May, Stan Valentine, Sr. and Stan Valentine, Jr. sent out a distress call while sailing down the coast of California on their *Skimm II*. The keel of the wooden boat they'd just purchased in San Rafael had come loose and water was pouring in; they were in danger of sinking. Captain Gary Schmidt, at the helm of APL's *President Roosevelt* en route to the Orient, heard the Coast Guard's request for assistance and reported he could reach *Skimm II* in a matter of hours.

Arriving at the scene on schedule at 11:00 p.m., Schmidt nimbly maneuvered his monstrous 77,000 metric ton ship in a figure-eight pattern around the *Skimm II*. The first sweep smoothed the 25 to 30 foot seas; the second gave the Valentines an 80,000 square foot lee from the gale force winds, affording them the opportunity to scramble aboard the *Roosevelt*. Capt. Schmidt figures the rescue and detour to Monterey cost APL some $20,000. (Incidentally, the *Roosevelt* passed several ships on her way to the rescue, meaning either 1. the other ships weren't monitoring 16, which is illegal; or 2. they chose not to respond to the Mayday, which is also illegal.)

In the August '89 issue of *Latitude*, we reported a second instance of an APL ship, this time the *President Lincoln*, coming to the assistance of the crew of a wooden sailboat, the *Juicy Anna*. This rescue occurred 900 miles west of San Francisco. *APL to replace the Coast Guard?* was the head we selected for the story. During subsequent correspondence, we informed Capt. Schmidt that we'd always wanted to come up the coast on a ship in order to observe the trip from 'a higher perspective'. He forwarded our request to APL, which approved it. Thus came about one of the most interesting, educational — and fun — ocean voyages we've ever taken.

Frankly, we had no idea what we'd gotten ourselves into until we showed up at APL's San Pedro terminal late on June 4. The *President Jackson*, Capt. Schmidt's current command, is no ordinary ship. At 900 feet, she's huge, dwarfing almost all other container ships. If all her containers were put on a single train, it would be 20 miles long! We were told that except for a couple of tankers, which are big in a different way, she's about the largest commercial vessel that comes in the Gate.

Nor did we realize that the *President Jackson* was an 18-month old "ship of the future". APL purchased five of them in 1988 at a bargain price, thanks to the German government, which was subsidizing that country's shipbuilding to get the industry rolling. Although completed in just six months, the quality of construction throughout was obvious even to our untrained eye. She also had the latest in technological equipment. Some shipping companies try and squeeze every cent of profit out of bare bones ships, others try to profit from investing in modern technology; APL is definitely one of the latter.

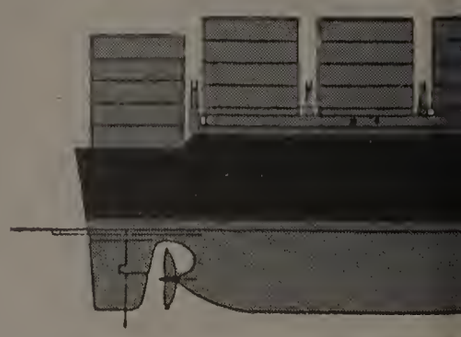
In any event, what a ride!

It was almost midnight when we boarded, and the *Jackson* was scheduled to depart at 0300. After making the Everest-like climb up the gangplank to the main deck without an oxygen tank, we found not a soul around. Just a sign that read "No visitors". Ignorant of how shipping works, we'd expected to see cranes hurriedly tossing containers onto the ship with dozens of work crews securing them and hooking up the refrigeration connections. It wasn't like that at all. APL is a fully integrated shipping company, which means that through the use of trucks, trains and ships, they provide door to door service from just about anywhere in the Orient, including the middle of China, to anywhere in the United States (and a host of other countries). Companies are willing to pay a premium for APL's speed, reliability and Federal Express-type guarantees of on-time delivery. Thus the system is set up to avoid last-minute frantic work.

The ship was seemingly deserted until a seaman came down the way, giving us a chance to ask for the captain's cabin.

"It's up on the 11th floor; the elevator's down the way," was the reply.

"Eleventh floor? Elevator?" Was this a ship or the Mark Hopkins? We quickly learned that an elevator on a 12-story ship is as necessary as an elevator in a 12-story building.



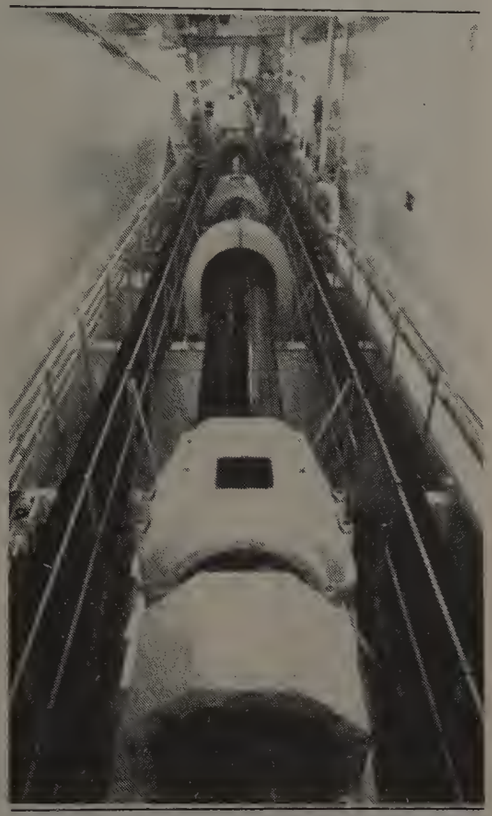
The door next to the captain's cabin had a plaque on it that read 'Owner's Cabin'. Right below it was — what? — our

name in Dynamo tape lettering. "Is this cool or what?" we giggled to ourselves. Larger than our room at home, the Owner's Cabin was simply but nicely furnished with a doublebed, desk, couch and lounge chair. A rectangular port also offered a view of hundreds of stacked containers and the bow area of the ship. The cabin also had it's own head, and shower that warned of scalding hot water. The room was immaculately clean and kept that way by a steward.

When we later thanked Capt. Schmidt for the fine accommodations, he explained that every member of the crew had exactly the same thing. Even more surprising, he said APL encouraged crew members to bring their families along. Indeed, one of the crew had brought along his wife and two young daughters. Capt. Schmidt had previously brought one of his two teenage sons along for a Pacific crossing. While no plush cruise ship, the *Jackson* is nonetheless equipped with a small outdoor pool, sauna, full gym, bar and lounge with VCRs and a selection of movies. A popular pastime on the ship is to gather around the VCR at 6 p.m. to watch the latest episode of *Married With Children*, of which they have a complete set on tape.

A little bushed and not wanting to interfere with the ship's predawn departure from San Pedro, we decided to test the 'Owner's Cabin' double bed, and dream of slower, wetter, colder, rougher trips up the coast to San Francisco.

Two hours later we were gently awakened by a slight sensation of motion.



Although never turning at more than 100 rpm, this prop shaft puts out three times the thrust of a 747.

Looking out our big rectangular port, we saw the shore slowly slip past. Up forward was the Angel's Gate opening in the breakwater and the Catalina Channel.

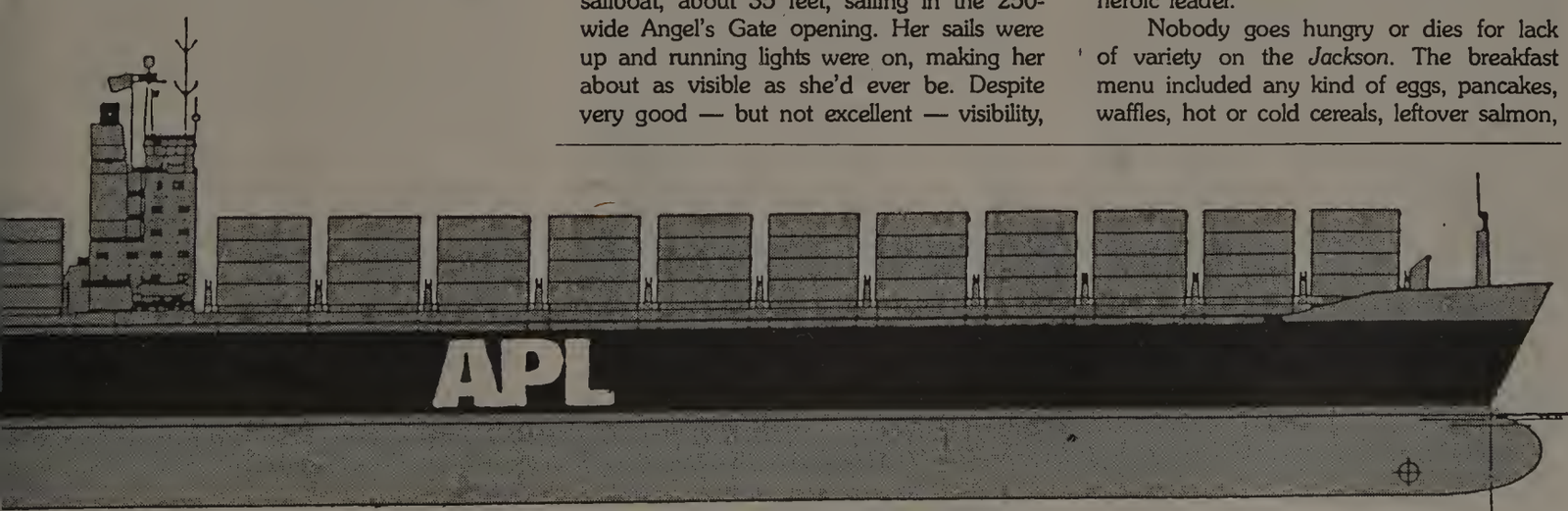
Our primary reason for wanting to make the trip was to see how sailboats appear to those watching from the bridge of a big ship. It didn't take long before we had our first experience. There was a sailboat, about 35 feet, sailing in the 250-wide Angel's Gate opening. Her sails were up and running lights were on, making her about as visible as she'd ever be. Despite very good — but not excellent — visibility, the existence of the sailboat was anything but obvious. Her port running light, for example, was ridiculously dim when viewed from just a couple of hundred feet away.

We later asked Capt. Schmidt about the faintness of running lights on recreational boats. "Yes, he admitted, they are hard to see." He wondered if the Coast Guard shouldn't up the required wattage; we didn't wonder if they should up it, but by how much. The next time we encounter a ship at night, we're directing the big spotlight on our sails just so we'll be real hard to miss.

Once outside of the breakwater, we waited to hear the mighty *Jackson's* engine — or was it engines — roar as the pedal was put to the medal. No such thing ever happened, nor was there ever a dramatic increase in speed. The captain later explained that they take 90 minutes to reach the service speed of 24 knots, so the engine warms up gradually. They do the same thing when it's time to slow down. Without the Donzi type acceleration we'd anticipated, we were soon lulled to sleep.

At 0800 our phone (phone? we couldn't get used to shoreside conveniences at sea) rang; it was Capt Schmidt asking us to stop by his cabin so we could head down to breakfast. Knocking on his door, we were greeted by the casually dressed — shorts and t-shirt — captain. Having been up most of the night getting the ship out of port, he appeared a little haggard. But one look in his eyes and you could tell he wasn't of the Captain Bligh school. The more we observed him that day, the more we concluded that a modern captain's job is to be a good manager rather than a heroic leader.

Nobody goes hungry or dies for lack of variety on the *Jackson*. The breakfast menu included any kind of eggs, pancakes, waffles, hot or cold cereals, leftover salmon, fruits, juices — just about anything a person could want. That night the big decision was whether to have the prime rib or the swordfish. Served buffet style, each member of the crew picks up his tray and heads to the adjoining dining room. There



An APL C-10 such as the 'President Jackson'.

VIEW FROM ON HIGH:

were about ten crew seated at the table with an ocean view, all of them well-acquainted as they were ending a 35-day voyage.

It was during breakfast that we were surprised to learn that a crew of just 21 ran the entire ship. This included the steward, cooks, cook's helper, radioman — in fact, only ten on the ship are directly involved in the port-to-port movement of the ship. Furthermore, the crew had four hours on and eight hours off. Who was doing all the work?

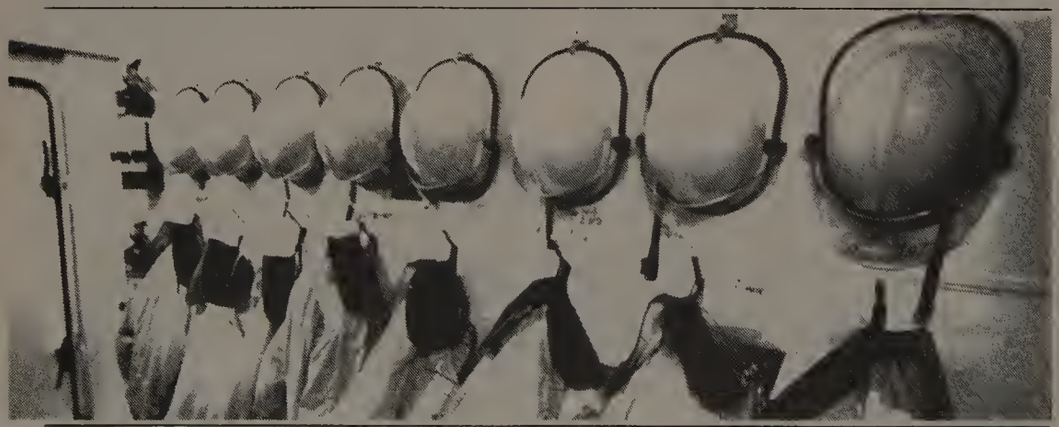
After breakfast, Capt Schmidt took us to the bridge, where he demonstrated that computers and other automated equipment do most of the jobs. Those on the bridge primarily watch for other traffic, double check the electronic navigation, and oversee the ship's systems. It's the monitors on new ships such as the *Jackson* that have allowed companies to reduce the number of crew.

Nowhere was this more obvious than in the engine room, which we learned contained a single 12-cylinder diesel — a diesel that puts out, however, the equivalent thrust of three 747 jets at maximum power! Other than normal working hours of 9 to 5, there is nobody on duty in the engine room — which is certainly not to suggest the three-story power plant is not being watched. It is: by eight video cameras and 1,400 sensors. The sensors, many of which have recording capability, don't just measure obvious things such as engine temperature and oil level, but things such as wear on specific parts. The whole concept is to identify problems long before they become serious.

Similarly, there's a CAMAC (computer assisted monitoring and control) system for checking and controlling the many internal systems from ballast, to fuel transfer to pumping, to refrigeration for up to 250 containers. Every now and then a loud horn would sound out in the engine room and one of the crew would check the nearest computer to find out what the problem was. It was always an over-sensitive sensor.

Nonetheless, the *Jackson* carries many spare parts and stock from which to effect repairs. Spare injectors, for example; 24-inches long, four to a cylinder. Or a solid stainless steel fuel pump *cover* that weighs over 2,000 pounds! Once a cylinder head gave out in the middle of the ocean. They shut the engine down, and the Chief Engineer, Capt. Schmidt, one of Schmidt's sons and several others got down and dirty with the manuals and oversize tools. It was 12 hours of hard work, but they did the job.

Despite spectacular electronic navigation equipment, everything is double-checked by traditional methods.

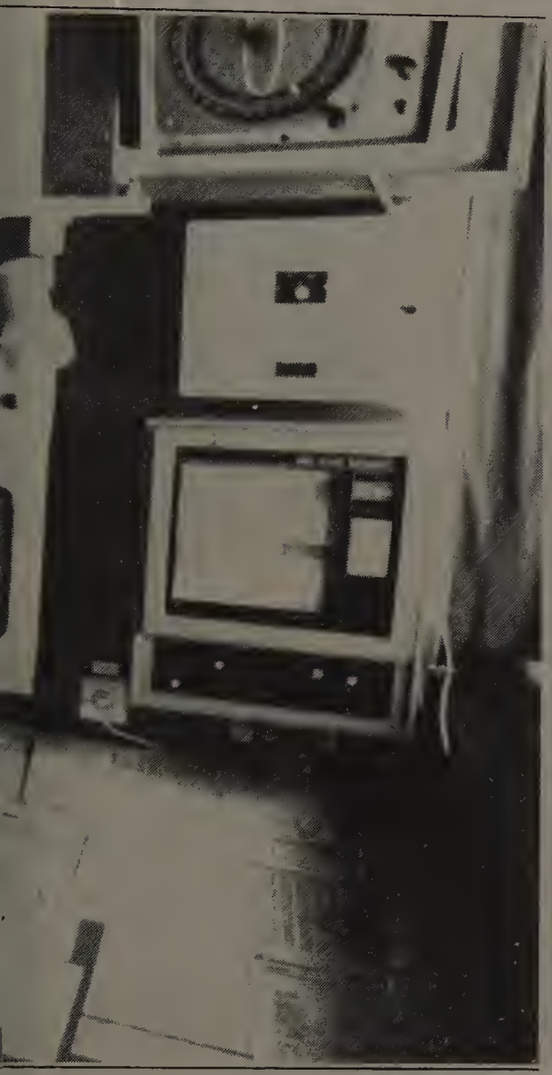


The big fear on any ship is fire; they're prepared on the 'Jackson'.

The second biggest reason we wanted to do the trip was to check out what kind of navigation equipment the 'big guys' rely on. The *Jackson*, we soon learned, had the latest and best stuff. This included two JRC Total Navigators with digital charting, two big Raytheon radars, a Trimble Loran/GPS receiver, a RaySat 200 SatNav, two gyro compasses and a depthsounder.

The real workhorses were the Total Navigators. They provided a continually updated electronic chart of the area being transited, with the *Jackson's* up-to-the-instant course and position displayed on it. The ship's position was determined by either GPS, SatNav or Loran.

Capt. Schmidt explained that GPS, which they typically can get about 20 hours



ALL PHOTOS LATITUDE/RICHARD

a day, is tremendously accurate. In fact, the ship's position would change if they switched antennas, which are located on different parts of the ship. SatNav is equally as accurate, but often has three to five hour gaps between fixes. A ship like the *Jackson* could thus cover up to 100 nautical miles between fixes; a long distance. Loran, where available, is the least accurate in that land anomalies sometimes throw it off.

The interface between electronic charts and GPS, SatNav and Loran has been available for recreational boats for some time. We'd seen them at boat shows, but the stuff reminded us of video games and we were never really impressed. Ah, but to see it in action — that's a whole different story! These things show you where you've been, where you're going, the zigs and zags in your course — a far, far more complete picture than we ever imagined. Even San Francisco Bar Pilot Jack Going, whom we picked up by the Lightbucket for the trip into the Bay and to the APL dock in the Oakland Estuary, was equally impressed with the dazzling accuracy.

Despite the fact the *Jackson* had two of these operating at all times, the officer on the bridge nonetheless did independent navigation on the paper charts with which we're all so familiar.

The *Jackson* was also equipped with two long range digital radars, both of which were on at all times. Despite the strong winds and very rough seas, Capt. Schmidt reports that he was able to 'see' the ill-fated *Skimm II* from 10 miles away the dark and stormy night he effected the rescue. Capt Schmidt also noted that over in the Orient they often pick up fishing net balls with the radar. However, he did caution that you can't always expect such good results; and, the effective use of radar depends heavily on the ability of the operator to interpret what appears on the screen.

It was interesting for us to watch the routine on the bridge when a vessel appeared on the radar. Whoever was on watch would invariably reach for one of the many pairs of binoculars and begin scanning the horizon for a visual confirmation. These guys were on their toes, even along the less trafficked areas of the coast. Upon our approach to the Gate, there must have been ten sets of eyes peeled for possible problems.

Capt Schmidt and the crew explained that there really isn't that much traffic on the coast of California, not compared to the Far East. According to some of the ABs, the waters off China are thick with old junks, many of them without engines or lights. Indicative of the danger and APL's concern for them, a framed notice was posted above the navigation station instructing that absolutely nothing was too take precedence over the avoidance of other vessels and the saving of lives.

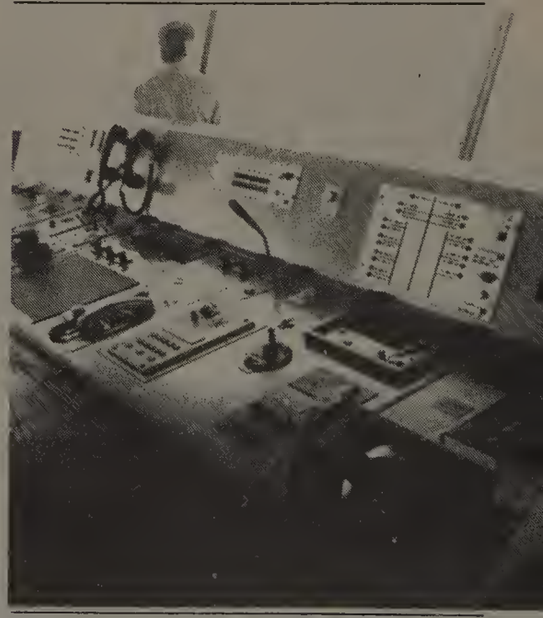
The First Mate later explained that this was not as simple as it sounded. For in addition to being very hard to see and almost unmanueverable, the Chinese junks persist with the terrible habit of darting across the bows of big ships. It's all superstition; the Chinese feel a ship crossing in front of them is like the dragon's head being cut off; a bad omen for fishing. Thus they risk their lives for good luck!

While on the subject of safety, several of the crewmembers allowed that stints on APL ships were pretty good duty. You may have recently read where there is an average of one oil tanker accident every four days. We don't know if there's a connection, but all the crewmembers we talked to complained of the lower pay, harder work and less rest on tankers. "When you're on a tanker," said one, "you're always overworked and worn out."

While a few other country's ships, like those of Japan and particularly the northern European countries, are well run, it's conceded that many foreign flag vessels aren't as safety conscious or as well staffed as U.S. and northern European ships.

Of course, some of the the most recklessly operated vessels are recreational craft, including sailboards, on San Francisco Bay. Passing under the Golden Gate shortly after 10 p.m. on one of the most beautiful nights of the year, the *Jackson* encountered three boats, all of them powerboats. The first one, idling south of Yerba Buena in the ship channel, had to be tooted out of the way. Two other powerboats were meandering up the Estuary, headed directly for the *Jackson*. Well after they were no longer visible from the bridge, they passed starboard to starboard. "Doesn't anybody know the rules of the road around here?" asked Capt. Schmidt. The answer had been all too obvious.

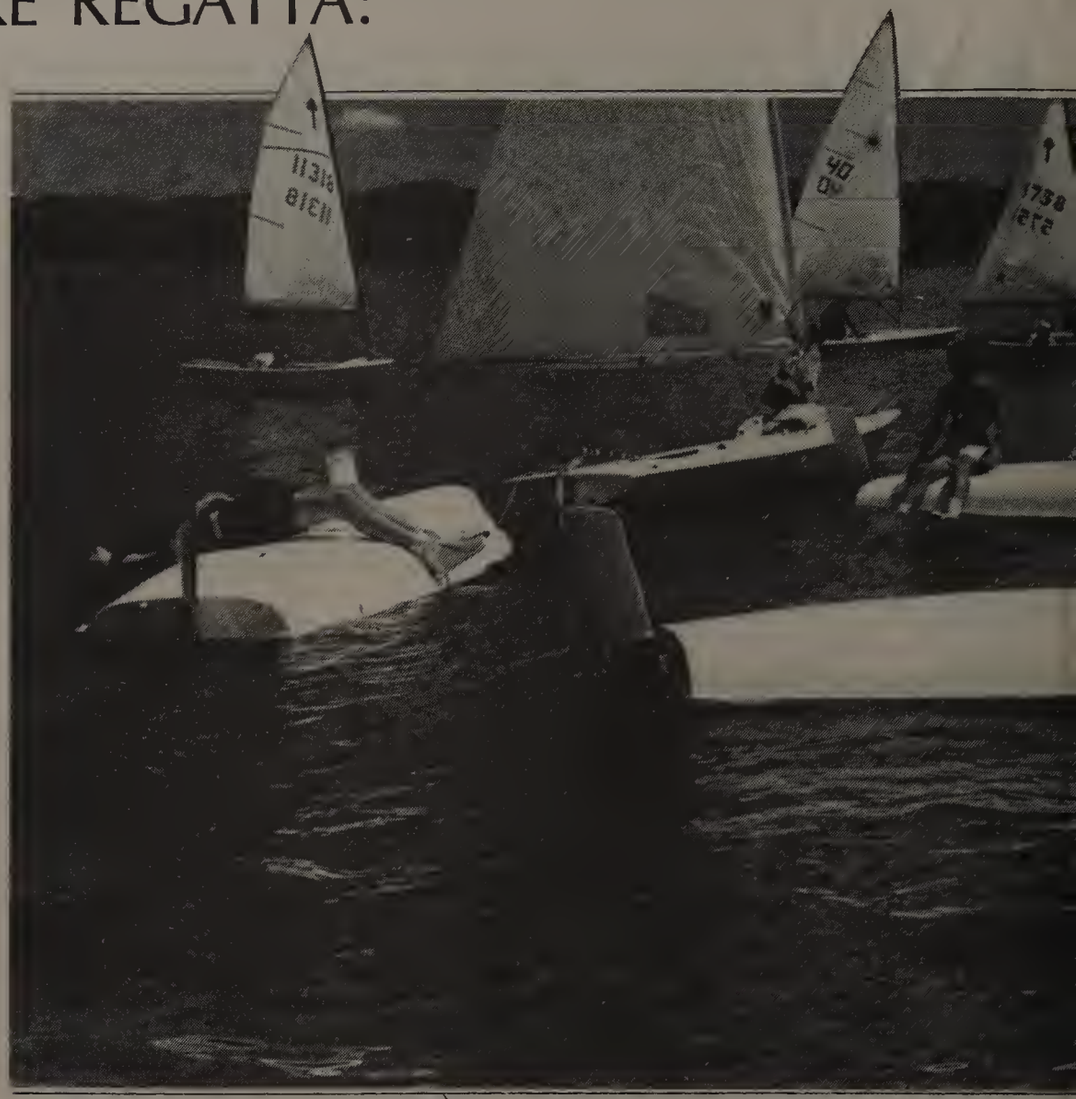
What do the officers and crew of the *Jackson* do when they're home from 70 days of duty at sea? Well, some of them like to sail. The *Jackson's* first officer has a J-30 he races in Seattle. Capt. Schmidt races on a J-29, but has his own Beneteau 365. When retirement rolls around, he hopes to cruise the boat through the Panama Canal to the Caribbean and East Coast.



The tiny ship's wheel is normally only used in port or close quarters.

— latitude 38

SBRA CLEAR LAKE REGATTA:



Hey racers! Are you tired of slogging around the Gulf of Farallones every spring? Burned out on destroying your boat and your body on the Cityfront every other weekend? Sick of wearing full foul weather gear in the height of summer? Bored with rockstars and the yacht club bar scene? Looking for some new sailing thrills?

> It's only $20 to race the *entire* SBRA season — what a deal!

If you answered "yes" to any of the above questions, then read on, because we recently discovered the cure for the summertime sailing blues — dinghy racing on Northern California's lake circuit. Being slightly burned out on Bay racing ourselves, we jumped at the chance to cover one of the fresh water biggies — the Small Boat Racing Association's Annual Clear Lake Regatta on June 16-17. "It's our largest and most popular deal of the year," explained SBRA guru Scott Rovanpera, as he invited us up several weeks prior. "Everyone has a good time."

Wylie Wabbits on a weally wadical weach. (Will the puns never stop?)

Not really knowing what to expect, we woke up early on Saturday the 16th, threw a sleeping bag and cooler in the truck and headed north. It was grey and drizzly in Marin that morning, so we threw in our foul weather gear as well (a real rookie mistake, as it turns out: foulies are almost unheard of on the lake circuit). Switching tapes as we crossed county lines — B-52s in Marin, George Winston in mellow Sonoma, vintage Neil Young as we crossed into laid-back Lake County — we eased into the proper frame of mind for the weekend.

Somewhere on Highway 29 above Robert Louis Stevenson State Park, the sun finally broke through the clouds. Our mood improved along with the weather. In Middletown, we stopped for gas and directions, asking a pleasant middle-aged couple towing a Lightning named *Peppermint Patti Too* what was the fastest way to the Konocti regatta site. Bruce and Sue Arnold weren't exactly sure: "Just keep going up this road. We've been coming to this regatta for so many years, we don't even know what the roads are called." Another good omen, we decided.

Exactly two and a half hours after leaving Sausalito, we pulled into the Konocti Harbor Inn on the southwest shore of Clear Lake. Nestled under the shadow of 4,300 foot Mt. Konocti, the Inn is the premier resort on Clear Lake, offering 250 rooms, tennis courts, a big pool, several restaurants and everything else imaginable. It's also some kind of health spa (their motto is "Where Health is Wealth"), but this weekend it looked more like a summer camp for sailors.

The parking lot was chock-a-block

Waiting for the wind. Heard any good jokes lately?

with boat and trailers, not to mention "regatta-mobiles" of every sort. Tricked-out vans and trucks with camper shells seemed most popular, not to mention a good share of family station wagons. Stereos blared as boats slid down the launching ramp into the murky water of Clear Lake at a rate of one every few minutes. Ramp fees ($5 per roundtrip) were waived for the weekend, one of many goodwill gestures from the Inn. There was also a hoist available for a minimum of $25 in and $25 out, but no one was using it: veteran lake sailors wouldn't think of being dependent on hoists.

> ...the mini-links were as shifty and diabolical as the day's race course.

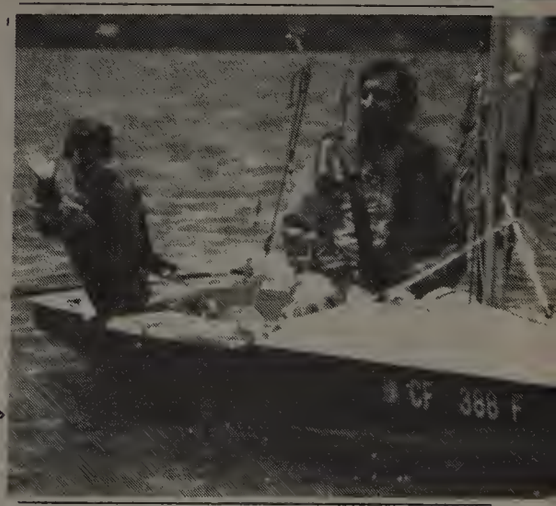
The first thing we noticed about Clear Lake was that it's big: 18 miles long, up to 8 miles wide and 100 miles around its perimeter. In fact, Clear Lake is the biggest lake in California, if you consider that Tahoe is half in Nevada. The second thing we noticed was that the lake is grossly misnamed: far from clear, the water is a weird tint of green caused by the natural and prolific formation of algae in the summer months. In a foot of water, you can't even see your feet. (The edges are the worst — the middle of the lake, we soon learned, is much clearer.) We also noticed was that it was completely windless, and getting very hot.

After the registration (it's only $20 to race in the *entire* SBRA season — what a deal!) and skipper's meeting, a double blast of the shotgun signalled a shoreside postponement. More puttering on boats, more sunscreen, more ice in the bike-style water bottles that all dinghy sailors carry and, for some, time to open the first cold beers of the day. Finally, a bit after noon, a light easterly filled in and it was time to hit the lake, Jake. Happily for us, Bill and Jeanine Ryan — both high ranking USYRU judges on the scene to observe the racing and hear protests — invited us out on their speedboat to watch what should have been three races.

A total of 151 boats in 13 classes took to the water, three of which were sailing for Western Regional Championships (FJs, Snipes and Fireballs), two for Pacific Coast Championships (Contenders, International 14s) and one, the Wylie Wabbits, for their Nationals. The championships swelled the ranks of what is already traditionally the largest gathering of the SBRA clan each year, with the Richmond YC season opener being the only other time all three SBRA divisions (A for El Toros; B for daysailers: C for high performance) get together.

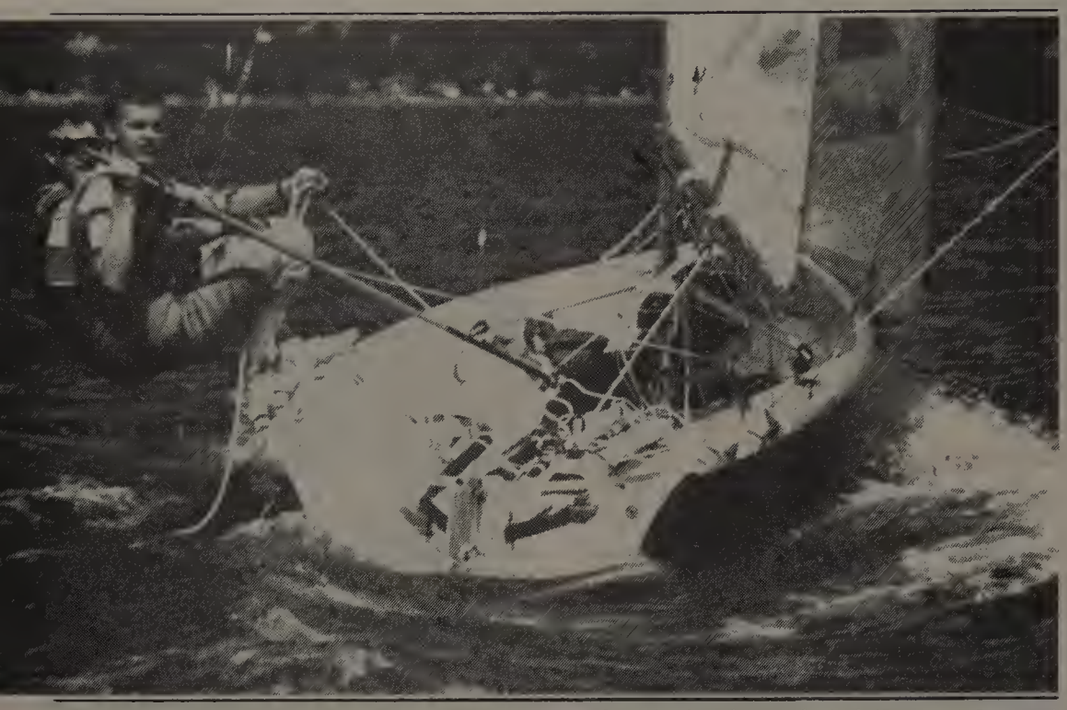
As much as we'd like to report otherwise, the first day's racing was basically a disaster. First, Mother Nature didn't cooperate as the wind shifted 180° when the prevailing westerly finally checked in. The first race rapidly deteriorated into a drifter and was rightfully abandoned. Another long wait ensued as host Diablo Sailing Club inverted the "triangle within a triangle" course (the idea was to sail the smaller boats on a course inside the bigger boat's course). The second attempt at a race got off in 6-8 knots of breeze despite some gigantic shifts. Four classes went off on the "big course" before the race committee inexplicably got so screwed up they had to abandon that race, too.

Pandemonium reigned on the varsity course, though things were smoother on the El Toro/Laser venue. As racers ourselves, we found it educational to be on the judge's powerboat as some sailors — a minority, to be sure — sailed by and, in no uncertain



Top: maxi Thistle hiking. Middle: Wabbit winners Roland Brun, Pat Vincent and Gary Edwards. Below: 8-year-old David Cabrall.

SBRA CLEAR LAKE REGATTA:



The winning form of Mark 'Bogwan' Starratt's aptly named 'No Place For Amateurs'.

terms, offered their opinion about the courses, the starting lines and everything but the morals of our mothers. Apparently these "experts" were confused as to who to vent their anger on: judges are separate from the race committee (they are there to observe and technically are "invisible"). We were embarrassed for a few of the more vociferous racers, and made a mental note always to be nice to volunteer race officials in the future.

Once the boats actually got off the starting line, the racing was pretty decent: shifty, as lake sailing should be, but not so windy as to capsize anyone. Everyone from 8-year-old David Cabrall, sailing with his dad on a Fireball, on up to 73-year-old FJ sailor Larry Weatherly was smiling once they finally got to sheet in and go at it. Putting on the best show — and appearing to have the best time — were the speedy and high tech International 14s, which are equipped with double trapezes and huge asymmetrical kites on retractable bowsprits. Anyway, the 22-boat fleet was happy just to be moving: this regatta was a rerun for their windless Memorial Day Weekend West Coast Championships in Seattle.

As the afternoon wore on, each fleet got in between one and three races. At 6 p.m., despite perfect sailing conditions, the race committee wisely called it a day. The diehard racers were disappointed, but most people were more than happy to head in. Besides, many racers had wives and kids waiting for them: one of the reasons this is such a popular regatta is that there is plenty for families to do ashore while one or both spouses race.

After a pleasant hamburger barbecue (another bargain at only $5 for big people and $2.50 for little ones), some sailors — notably the I-14 guys — headed for the Inn's Laughing Waters cocktail lounge, but most scattered for their beds. We got in a hotly contested 18 holes of putt-putt golf with the crew of the Wabbit *WPOD* (Bill Erkelens swore that the Inn's mini-links were as shifty and diabolical as the day's race course) before driving ten minutes north to Clear Lake State Park at Soda Bay. The entire

GETTING CLEAR ON THE LAKE CIRCUIT: THE BEST OF THE REST

There are dozens of other inland regattas held each summer in Northern California. Here's a quick overview of seven of the more popular ones:

Camellia Cup (Folsom Lake YC) — Held on Folsom Lake (20 minutes northeast of Sacramento) in late April, this series is open to dinghies and trailerable keelboats. Generally sailed in light to medium air, the series consists of two races Saturday and one on Sunday. Water level in the lake has been an issue in the past, so call ahead! It's parking-lot-only camping (Winnebago or trucks with camper shells), but cheap lodging is available in nearby Sacto. Saturday night always features a BBQ, kegs and a band, and this year FLYC added a Sunday morning pancake breakfast. 100 boats sailed this year; a Santana 20 won overall.

Go For The Gold (Gold Country YC) — Early June weekend regatta on Scotts Flats Lake (5 miles east of Nevada City; about an hour northeast of Sacramento). Excellent private lakeside campground; generally light winds; always an informal, low-key event. Moved from August to June because of drought problems, this regatta is gaining in popularity but suffers from being back-to-back with the SBRA Clear Lake Regatta. 49 boats participated in the ninth annual event last month; prizes are "real" chests of gold.

High Sierra Regatta (Fresno YC) — This is a two-weekend invitational regatta held in mid-July on Huntington Lake (70 miles northeast of Fresno). On July 7-8, the Lasers, smaller dinghies and some of the bigger boats go at it; the following weekend is, to generalize, for multihulls, PHRF and larger boats. For the best of both worlds, some folks bring up two different boats and race both weekends, spending the week in between camping with their families next to this fabulous lake. Expect to get in three races, two on Saturday and one on Sunday. Wind's not a problem — an 8-15 knot westerly fills in like clockwork every morning at 9:36 a.m., give or take a few minutes.

Konocti Cup (Konocti Bay SC) — A 26 mile "marathon" on Clear Lake for keelboats 20 feet and over. Held in late April, this year's sixth annual regatta attracted 70 boats (a Soling won overall). Often finishes after dark; prizes galore at the Sunday Awards Brunch.

Spring Regatta (Lakeport YC) — Held on Upper Clear Lake in early April for everything from El Toros to "whatever can be ramp launched". This regatta consists of three races Saturday and two on Sunday, with a good barbecue on Saturday night at LYC's friendly little clubhouse. "Motel camping" is advisable, as it's generally too cold to stay at the nearby state park. Usually conflicts with RYC's Spring SBRA Season Opener, which limits attendance.

Tahoe Sail Week (Windjammer YC) — A week-long series of serious and not-so-serious sailing events to be held on June 30-

Konocti Harbor Inn is a popular regatta site with families as there's plenty of shoreside activities for the kiddies.

Wylie Wabbit fleet had reserved a bunch of campsites together: the night was clear and dewless, and we fell asleep under the stars.

July 7. There's something for everyone: the Independence Regatta, the Intergalactic Beer Can Race, Ladies Day, Laser races and usually a championship event or two. Ends on July 7 with Homewood YC's Trans-Tahoe Race. Popular with the keelboat and multi-hull crowd because it's a big lake and there are hoists available. (Most lakes offer ramp launching only.) A stunning place to sail, but wind is a problem: it's either feast or famine.

Whiskeytown Regatta (Whiskeytown SC) — A 26-years-running Memorial Day tradition with the lake set, this regatta occurs on gorgeous Whiskeytown Lake (15 miles west of Redding, which makes it popular with the Oregon sailors). Pre-registration is a must, as the National Park Service only allows 300 boats to enter (due to parking space limitations) and often sells out. Expect four races, two on Saturday and two on Sunday. Limited tent camping (get there early), but plenty of parking lot camping. The Saturday night bash is always one of the better parties on the inland circuit.

ALL PHOTOS LATITUDE/ROB

On Sunday morning we hung out with Doris and Bob "Big Daddy" Klein for a while. They'd driven up that morning with their son Russ to celebrate Father's Day at one of their favorite old haunts. "We love this regatta," claimed Doris nostalgically. "It's the glue that keeps SBRA together."

"Actually, until a couple of years ago, the regatta was held further down the lake at a funky, dusty campground," explained Bob. "There was steadier wind down there — and every so often we'd get completely blown out!"

But, like Saturday, there was no imminent danger of a blowout this day. Eventually, a gentle westerly filled in and the races got underway. Fortunately, things went better on the race committee boats and most classes got in two or three quick races. Late in the afternoon, the wind piped up to a puffy 15 knots, causing a few operator-failure type capsizes.

In the end, the "usual suspects" won despite the fluky conditions: Pat Vincent steered Gary Edward's *One Wabbit Too* to yet another national championship ("The toughest one yet!"); Mark "Bogwan" Starratt and crew Peter Molner ran away with the I-14 championship in a boat they borrowed from Ron Boehm (renamed *No Place for Amateurs* for the weekend); perennial winner Hank Jotz stuck it to the El Toros again; Jim and Lynn Grubbs won the Snipe PCCs (helped by San Diego hotshot Craig Leweck breaking his tiller); Steve Klotz and Gretchen Schaffer dominated the FJs; and so forth.

Perhaps the most popular victory was in the Fireball class: tireless SBRA promoter Scott Rovanpera, sailing with Colleen McCollum, won out over a 10-boat fleet despite a determined effort by a pair of Canadian 'ballers. We were glad to see it: Rovanpera was so heartsick about his yacht club's committee work on the first day — and so dedicated to SBRA — that he nearly quit the regatta to run Sunday's races himself. Fortunately, he was talked out of it.

"Next year, things will be better," promised Rovanpera. "We think we've got some sponsorship lined up, which will help us run the races more professionally. We've already decided to run three separate courses — no more 'triangles inside triangles'! — and in the future, all championships will occur before or after the SBRA regatta, not during. Running that many championships simultaneously was a bad deal — we couldn't give each fleet the attention they deserved."

Right at the end of the all too short weekend, we managed to commandeer a Laser from a friend. It had been eating us up inside watching other folks enjoy themselves all weekend, and we were eager to finally experience sailing on Clear Lake.

CLEAR LAKE RESULTS

CONTENDER — 1) Rick Welch, CSC, 5.5 points. (4 boats, 3 races)

EL TORO, JR. — 1) Matt McQueen, RYC, 2.25 points; 2) Melina Hoyer, RYC, 4.75. (6 boats, 4 races)

EL TORO, SR. — 1) Hank Jotz, WSC, 3.5 points; 2) Al Kenstler, WSC, 4.75; 3) Butch Michel, FSC, 11; 4) Dennis Silva, RYC, 12; 5) Jack Rankin, FSC, 13. (24 boats, 4 races)

INTERNATIONAL 14 — 1) Mark Starratt, Ventura SC, 4.5 points; 2) Jaime Hanseler, CYC, 10; 3) Karl Baldauf, StFYC, 10; 4) Kers Clausen, RYC, 10. (22 boats, 3 races)

FJ — 1) Steve Klotz, FSC, 2.25 points; 2) Larry Weatherly, FSC; 3) Tony Slocum, FSC, 10. (13 boats, 4 races)

FIREBALL — 1) Scott Rovanpera, DSC, 3.5 points; 2) Rob Thompson, RVYV (Can.), 3.5; 3) Mark Cummings, KYC (Can.), 10; 4) Craig Perez, RYC, 10. (10 boats, 4 races)

LASER — 1) Simon Bell, FLYC, 6.75 points; 2) Bruce Braly, SYC, 11.5; 3) Aaron Bartling, SYC, 16; 4) Rich Straub, DSC, 18; 5) John O. Walsh, RYC, 18.75. (15 boats, 5 races)

LASER II — 1) David Menis, RYC, 5.5 points; 2) Gary Bergero, LMSC, 6.5. (5 boats, 5 races)

LIGHTNING — 1) Tim Barnes, DSC, 2.25 points; 2) Mike Molina, RYC, 6; 3) Bruce Arnold, RYC, 6.75. (7 boats, 4 races)

SNIPE — 1) Jim Grubbs, EYC, 4.75 points; 2) Greg Vitale, StFYC, 6.75; 3) #26385, 7. (14 boats, 4 races)

THISTLE — 1) Ron Smith, SJSC, 2.25 points. (4 boats, 4 races)

WYLIE WABBIT — 1) Gary Edwards, RYC, 7.5 points; 2) Colin Moore, RVYC, 8.75; 3) Gene Harris, LMSC, 10.75. (10 boats; 5 races)

505 — 1) Ashley Tobin, TibYC, 4.75 points; 2) Steve Anderes, SJSC, 5.75; 3) Ellen Ablow, RYC, 9.5. (7 boats, 4 races)

OPEN — OK Dinghy: 1) Chris Nash. (3 boats)
JY-15: 1) Don Trask. (3 boats)
Lido 14: 1) Jim Boissier. (1 boat)
Chapelle 22: 1) C. Lindeman. (1 boat)
Flying D'man: 1) Rex Clark. (2 boats)

As we zipped along over the cool fresh water, we got to thinking: we already owned a tent, could borrow a Laser and could certainly afford the $20 season entry fee. Next year, we vowed (in our best Arnold Schwarzenegger imitation), "We'll be back!" — and not as spectators.

— latitude/*rkm*

MAX EBB AT THE RAFT-UP:

"Perfect," I said as I spotted a recognizable boat deep inside the cove. "Now we don't have to get mud on our anchor."

It was a fortunate break for us indeed. Arriving at Angel Island late on a Friday afternoon in July, most of the mooring buoys were already taken. And when Hospital Cove is crowded, I'd just as soon let someone else be the first boat in — especially since we were entering the cove under sail. Picking up a suitable pair of mooring buoys, or picking up one buoy and setting an anchor, would have been tricky.

Of course, I could always just start the motor, but somehow that would spoil half the point of cruising in a sailboat. And for this trip, since my family was taking a well-deserved vacation elsewhere and I was with one of my racing crew, the necessary talent and agility with the sheets and halyards was right at hand. So if I did succumb to common sense and start the motor, I'd never hear the end of it.

"Tacking," I announced as the light south-easterly turned into a light south-westerly. Without altering course a single degree, the jib had completely backwinded and was filling on the opposite side as my crew ran around the cockpit tending sheets.

So we sailed into the cove, alternately beating against a moderate southerly spilling down from the top of the island, and drifting in light puffs from random directions. The random puffs are what saved us, actually, because my boat is a little too clumsy to tack easily between the strings of moored boats that made the cove into a maze of connected mooring lines. But we finally found a path to my friend's boat by simply aiming where we wanted to go and waiting for the wind to shift appropriately.

The boat I had spotted belonged to Dan Forthe, a yacht club member who does more cruising than anything else. When Dan puts an anchor down, you know it's going to stay put.

"Ahoy Max!" he bellowed as we pulled our sails down and drifted up on his starboard side. "Who's yer crew?"

I introduced Phil Shute as I fumbled with my stern line (which I had carelessly neglected to have ready before we sailed into the cove). Dan had his own lines ready, though, and he also had some big red spherical fenders for us to bounce off of.

"Watch the spreaders," I said out of habit, but when I looked up to check them I remembered that Dan's boat, a cat-rigged Nonsense 30, didn't have any spreaders.

"Did you sail this catboat in all by yourself?" I asked him as soon as we were secure.

"Sure did," he replied. "Nothing to it. You just sail in by the ferry dock where there's lots of room, and then past the docks and along the beach to the spot where you want to set the hook. 'Course I had to pump up the dinghy to get a line on this buoy, seeing as how I'm singlehanded today."

"Sounds a little dicey," said Phil. "How do you keep from drifting onto the beach while you're getting the line on the buoy?"

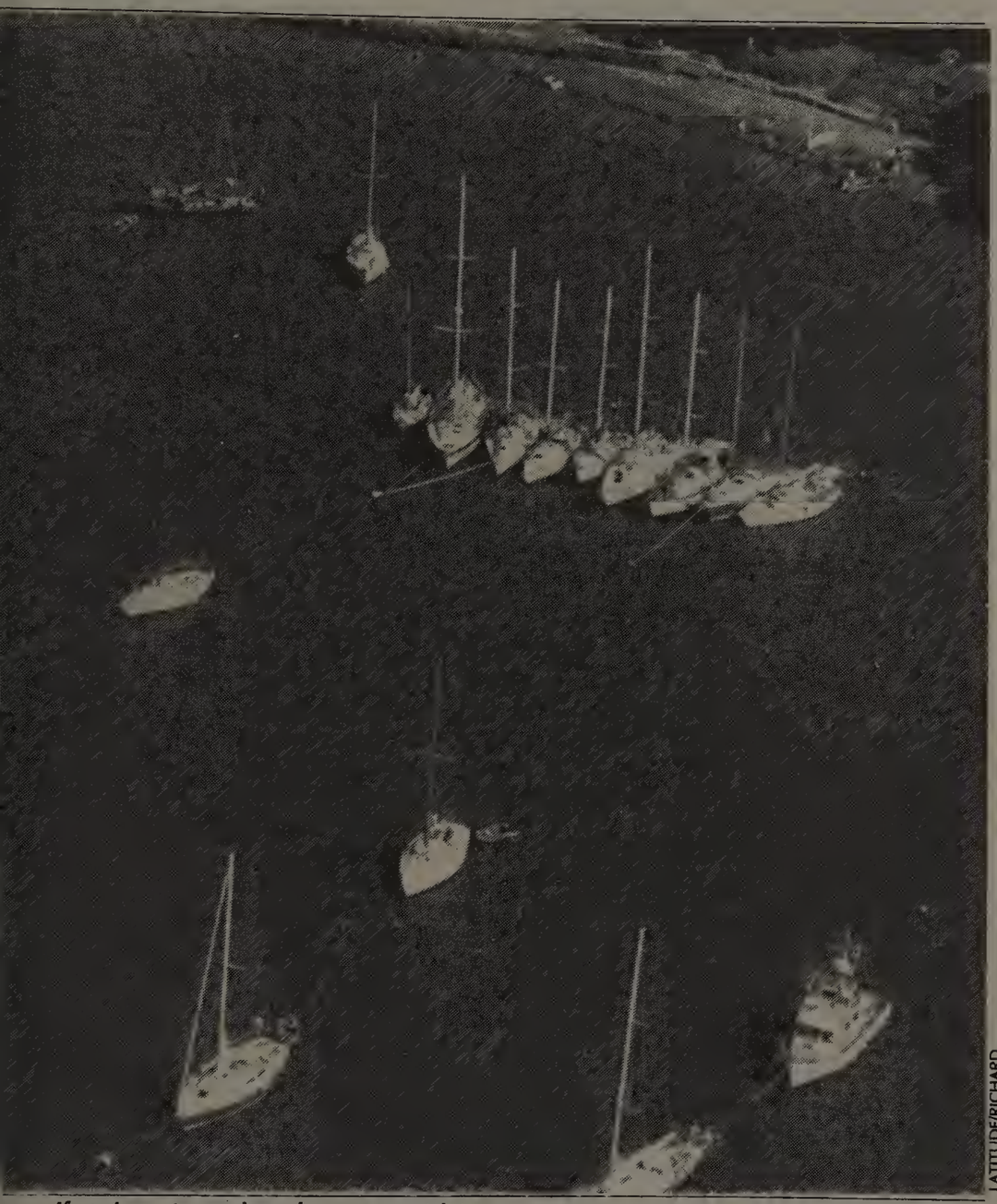
"There's a healthy counter-clockwise-flowing current here in the cove whenever there's a strong ebb in Raccoon Strait. Never fails."

"That's a useful thing to know about," I said. "It does make sense, though."

"You didn't know about that?" said Dan. "Hell, even the little brochure that the Park Service gives out explains that current."

Dan served some snacks, and while we were sitting in his cockpit we spotted the next boat in our group, the Schlock 35 owned by Stan Chun and Polly Sulfide. They sailed in through about the same route that we had taken, but their lighter boat was quicker to respond to the shifts, and they made it look easy. We took their lines on our starboard side and added some of our fenders to theirs. Stan and Poly both make careers out of boat maintenance, rigging, and boat restoration, and the condition of their own boat certainly reflected that fact.

But before we even had time to invite them over to Dan's cockpit for food and drinks, boat number four was approaching. It was Winn Mohr's Distress 27, and he had his girlfriend Chrissy Field with him. They found themselves in a calm spot as they approached, and had to scull into position on the port side of the Nonsense.



LATITUDE/RICHARD

If you're not experienced, you can get into a raft of trouble sailing into an anchorage like Hospital Cove.

"That thing sure skulls like a charm," said Dan.

"It's the big rudder," Winn replied. "Real handy in tight spots. Getting the outboard out is such a pain in the *derriere*, you know. But I can skull this puppy pretty fast if the wind's calm."

"Well, good thing, too," said Dan, "because here comes Martin in his Wetsnail 32, and I think we had better balance the raft, so you have to move over to Stan and Polly's starboard side."

"Sure, no problem," Winn said, and he and Chrissy pushed off and sculled around our sterns.

Somehow nobody was critical of Martin Gayle for powering in with his Wetsnail 32. We had all spent countless hours at the yacht club bar arguing over just how sensible that sort of boat was for what he used it for, and of course no one ever conceded a millimeter of their own positions. But one thing we all agreed on was that Martin should not sail into Hospital Cove.

He powered up smartly on Dan's port side, and his two crew, who he later introduced as the brothers Bob and Jack Stay, competently threw bow and stern lines to Dan and Phil. There was some question about whether Dan had staked out a spot with deep enough water for the weekend, but after a short reading from the tidebook and five trips down below by five skippers to consult their fathometers, we were all assured that we were okay where we were.

Dan mixed another round of drinks, and the whole crowd settled into the cockpit of the Nonsense. I wasn't paying too much attention to other boat traffic in the cove, until I saw a familiar figure on the foredeck of a Santa Claus 27 that was reaching under main only between our raft and the beach.

"There they are!" shouted the voice of Lee Helm at her friends in the Santa Claus' cockpit, "It's this raft over here."

They spun their boat in a circle while pulling the main down, and drifted up alongside the Wetsnail.

"Lee," I said as I helped take their lines, "What are you doing here? This is supposed to be a yacht club cruise."

"Like, we were in the neighborhood, Max, so we thought we'd drop in. You know Roxanne Sholes and Sandy Beaches, don't you?"

The three women were invited aboard, but Dan began to repeat his warning about another heavy boat expected that he wanted to put on the outboard side of Martin's boat.

"Matt and Jenny said they weren't going to make it this weekend," advised Polly. "Their motor isn't working, and they're afraid to sail in without it."

Matt Glass and Jenny Cringal, the owners of a Fearsome 323, were relatively new members of the yacht club and this was only their second season with the boat.

"That's the silliest excuse I ever heard," remarked Dan. "They should be able to sail that boat anywhere without an engine."

"You mean they have a modern 32-foot boat and they cancelled their whole weekend just because their engine won't start?" said Polly in amazement. "That's insane!"

"There's plenty of room to sail in here," repeated Phil.

"Max, is that Fearsome the first boat for Matt and Jenny?" asked Lee.

"I'm pretty sure it is," said Stan. "They took a series of sailing classes from one of the more upscale sailing schools, and then bought their boat. They can handle it just fine under power."

"That means they've never set foot in a boat under 25 feet," Phil conjectured. "I think sailing schools can do a lot of damage by starting off new students in boats that big, and then teaching them to start the motor every time they leave the dock."

"25 feet sounds like a small boat to me," said Martin. "And if they didn't teach powering right from the start, they wouldn't be able to handle a 32-foot boat competently."

"For sure," added Lee, "And that's the problem. Matt and Jenny have a boat that's way too big for their skill level, so they're like totally helpless without the motor. And like, they'll be completely out of their league if they ever have to sail in really heavy air."

"How so?" asked Dan. "Small boats

MAX EBB: ARE YOU EXPERIENCED?

are more responsive, sure, but you usually get more heavy-air experience in a big boat on the bay."

"Sure, the sailing schools teach reefing and sail selection and stuff, but what you don't get is experience handling a big boat that's way overpowered. That kind of experience comes at a high price in sails and gear. But did you ever notice how a 14 foot boat in 20 knots of wind handles pretty much like a 35-foot boat in 40 knots of wind?"

"Never mind the safety aspect of it," said Polly. "Sailing a boat into an anchorage is just plain fun. Having to use the motor all the time would be like learning to fly a plane without ever doing a landing. Sure, landing is the hardest part. But could you really call yourself a pilot if the 'automatic landing computer' took over every time?"

"And the noise ruins the mood," added Stan.

As if to illustrate the point, a Standstill 36 motored up to one of the last remaining unused buoys in the cove. There was a man on the helm, and a woman on the bow holding a boathook and a mooring line. They were both yelling directions at each other that they couldn't hear over the engine noise, but we could follow every word of what quickly escalated into a major domestic argument. (Dan finally got into his dinghy to set the stern line for them and rescue their boathook).

But before this drama was over, another one began to unfold.

"It's Matt and Jenny!" yelled Martin.

LATITUDE/JR

Food always tastes better on the high seas.

"They decided to sail over after all!"

"Good for them!" said Roxanne.

"But look which direction they're coming from," observed Phil. "The current's behind them, and their main's still all the way up. See that southerly puff off the beach?"

"Battle stations!" yelled Bob and Jack.

Dan was furiously rowing his inflatable back to the raft-up, while Lee, Roxanne, and Sandy were jumping over the lifelines back to their boat as the Fearsome 323 bore down on us.

"Main down," I yelled.

"Tack!" shouted Polly.

"Jibe!" screamed Winn.

"Get your anchor down!" hollered Dan from his dinghy.

Seeing that they were going way too fast, they swung up into the wind and came about, but now they were aimed right for another boat's mooring line. They tried to tack again, but the heavy boat with a less-than-clean bottom wouldn't respond the helm, and they drifted sideways towards a large powerboat.

"Start your damn engine!" yelled the people on the powerboat as they desperately fended off.

Matt and Jenny were now on a broad reach accelerating again in the next puff, and they did a sloppy jibe as they avoided another raft of boats and swung back in our direction. Now part of the mainsheet was tangled around a secondary winch.

"Here they come again," I warned.

Jenny had cast off the main halyard and was struggling to get the sail down, but with the wind behind them and the sheet halfway in, she was making little progress. There was no shortage of advice:

"Head up!"

"Fall off!"

"Cut the halyard!"

"Get your anchor down!"

They passed very close to the port side of our raft, where Lee and her friends were waiting to fend off. And as they went by, Lee and Roxanne both made flying leaps onto the deck of the Fearsome that reminded me of an old Errol Flynn movie. Lee didn't take over the helm, but directed Matt to sail near the beach and around to the down-current side of the raft, while Roxanne helped Jenny get the main unstuck. Eventually they made a successful docking on the starboard side of the Distress 27.

When the fenders and spring lines were set and the sails were furled, Matt and Jenny joined us on the Nonsense 30.

"Whew! That was a little too exciting!" remarked Jenny.

"Darn right," said Dan. "You should never have tried to sail in here without your motor!"

And every one of us, completely disregarding our conversation of just 10 minutes earlier, nodded our head in agreement.

— max ebb

Editor's Note — The characters and boats in the foregoing story are fictitious. Any resemblance to persons living or dead — or boats in or out of production — is meant in the spirit of fun. No malice is intended. Isn't that right, Max? Uh, Max...? Hello...?

10 RULES FOR A SUCCESSFUL WEEKEND RAFT-UP AT ANGEL ISLAND

* Take Friday off from work. Or at the very least, sail to the island on Friday evening, even if it means an after-dark arrival.

* The secret to successful cruising in a small boat is to tie up next to a bigger boat. If you have a smallish boat, always make sure that at least one bigger boat is invited to the raft-up.

* To barbecue on the island: plan on a late afternoon meal. Ever notice how a barbecue is finally burning just right as soon as you're finished cooking? At 4 p.m. you can always find a perfect cooking fire ready to be abandoned.

* Bring giant fenders, lots of them. The spherical type provide the best stand-off between boats.

* Don't use old jib sheets for mooring lines. Stretchy nylon, a size down from what you would normally use for dock lines, will give you a more comfortable ride.

* Don't be the first to arrive. This way you'll avoid the intricate task of picking up the bow and stern buoys, or setting your own anchor.

* You're allowed on the island at 8 a.m. The first ferry doesn't arrive until 10:30. Take advantage of this time — you'll have the hiking trails all to yourself.

* The last ferry and all the tourists leave at 5:45, and you don't have to be off the island till sunset, which is about 8:30 for most of July. You'll only have to share the trails with a few other yachties.

* Unless your keel is deep and the tide is low, you can almost always find a great spot by mooring between a buoy and an anchor set near the beach.

* Sail into the cove — but make sure you know what you're doing and your bottom is clean!

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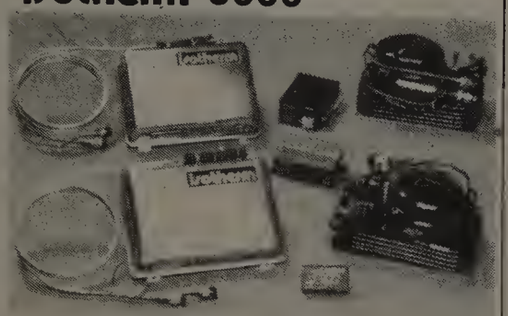

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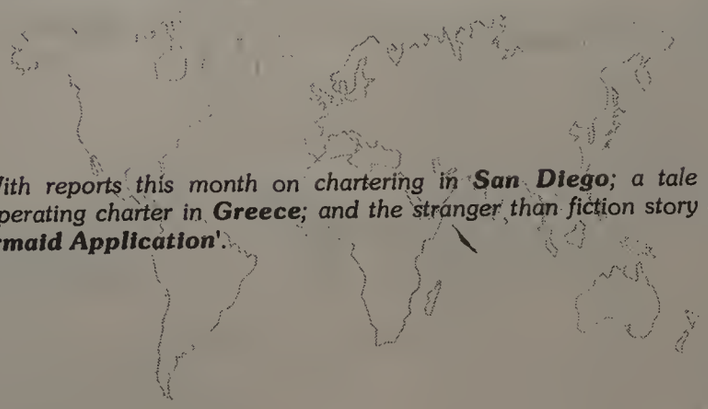

*With reports this month on chartering in **San Diego**; a tale of an exasperating charter in **Greece**; and the stranger than fiction story of the **'Mermaid Application'**.*

Nouveau Ocean Sailors Do San Diego

After three years of inland sailing (Tahoe, San Francisco Bay and the San Juan Islands), my wife Rose and I decided to try ocean sailing. *Easy* ocean sailing. San Diego, with its light winds and mild climate, seemed like a good place to start.

After a few phone calls, we decided on Shelter Island's Set Sail. They had the best bareboat prices south of Point Conception and a fleet of new, clean boats, many of them C&C performance cruisers.

Since the plane ride was so short and the cab ride only $5, we arrived at Shelter Island fresh. Set Sail let us board our boat, an immaculate C&C 37, the evening before the charter — a nice touch we hadn't experienced from other charter companies.

Provisioning took all evening, but not because the closest market was a mile-and-a-half away. No, it was the beguiling nautical distractions that slowed us. Right away finding a shop that adjusts sextants, for example, was a reassuring social indicator of a 'good neighborhood'.

LATITUDE/RICHARD

If you're tired of San Francisco wild, San Diego has mild wind, seas and temperatures.

Shelter Island, by the way, is the kind of Bay fill San Francisco *should* have had. Built and shaped like an sandspit, it gave San Diego a second chance to do the right thing with the San Diego Bay shoreline. The lee of the island is a huge yacht basin sheltered from the wakes of Navy and commercial shipping. The Bay side is a public park, with a general anchorage, boat launching, fishing piers, dinghy landings and beaches. It serves the outdoor needs of a lot of people.

Settling in on the C&C, we sat in the cockpit to enjoy the July evening. We could hear Judy Collins sing, as her voice wafted across the harbor from a nearby outdoor stage. Later fireworks lite the northern sky; a nightly occurrence, we're told, courtesy of Sea World.

Our morning check-out went quickly. Set Sail didn't care whether I understood what the babystay or 11 line-stoppers on *Allegro* were for — just as long as I could dock her under power. My offhand remark about how clean we always leave our bareboats did not impress their dock man; the company, he told us, would have a cleaning crew swarm over her anyway. "Just hose off the salt," he advised.

San Diego Bay, which has the feel of a much larger Oakland Estuary, offered easy reaching winds. We toured the harbor, enjoying the sights of the exotic and expensive looking naval vessels that are part of the Pacific fleet.

My grandfather started his seagoing career by forking hay on and off the *Alma* and retired from the sea as captain of the ferryboat *Berkeley*. Darn if the *Berkeley* wasn't parked at the San Diego Maritime Museum, looking just a little out of context. We anchored so we could row over and have a nostalgic look. (Bay residents will remember her as the old Tradefair knickknack shop that was once anchored off Sausalito. Her run down the coast, by the way, still hasn't been topped by anything in her class.)

The next day, tranquilized by a dramamine/scopolamine combo, we sailed out beyond Pt. Loma and the kelp before close-reaching nine miles up the coast to Mission Bay. The rhythm felt good and

Allegro was in her element, moving gracefully on the five foot swells. We were doing what we had come to do, and it was, under those gentle conditions, great fun.

Low bridges make most of Mission Bay inaccessible to sailboats, but Mariner's Cove (a hard turn to port after the entrance) offers a good 48-hour anchorage in the company of flotillas of rafted-up weekending San Diegans.

Once anchored, I sat back to admire the white sand beach and the cuter-than-Carmel beach cottages. "Nice boat", observed a natty looking yachtsman from the cockpit of his passing Peterson 44. I basked — just for a moment — in the vicarious glow of ownership before he added, "the owner's a friend of mine." Oh, well.

It was still warm out in the cockpit at 10 pm as we watched the Sea World fireworks.

Sunday morning we found that Point Loma, while a definitive barrier to ocean swells, can concentrate the ocean breezes wonderfully. Badly overpowered, we tacked laboriously up the channel and back into San Diego Bay, the inverted dinghy bouncing along behind. The sailors wing-and-winging it out to sea politely pretended not to notice.

LATITUDE/RICHARD

Uncrowded harbors such at this one at Naoussa at a godsend to bareboaters.

Our check-in at Set Sail was easy. We dropped the keys through a slot and headed for the airport. This was our third bareboat charter and we've still yet to have any catastrophes of the kind reported monthly in *Latitude*. But we'll keep you posted.

— mac and rose magary
'stella rose', alameda

A Captain Might Be The Answer

Chartering seems to be a little bit different kind of experience everywhere in the world. We were reminded of this when reading an account, by Jane Lovett, of a small Northern California group charter in Greece a few years back. Judging from this particular remembrance, the charter seems to have consisted almost entirely of misadventures trying to moor and depart various Greek harbors. We're sure this wasn't the case, nonetheless, the log of Thursday, September 21 reads as follows:

06:30 hours

Hydra. We spend all morning with various hassles. Don spends an hour trying to light the stove before he wakes up Jane to help. She studies the directions, which are in a variety of non-English languages. It takes her another hour to find the cut-off valve, which is hiding under the sink.

Don fills the new tea kettle with water from the tap that operates by foot pedal. The water takes forever to boil. We can't wait for coffee!

09:00 hours

The first cup of coffee is ready. Ollie takes the first slurp, gets a horrified look on his face, spits out the coffee, gasps and gags. We figure out (too late) that we used sea water from the filthy harbor for coffee. Suffering from acute caffeine deprivation, Jane jumps ship, heads for the nearest cafe and orders a huge breakfast — including three cups of delicious coffee — which she consumes all by herself in splendid solitude.

10:00 - 13:00 hours

We spend the next three hours moving the boat. Kostas won't move his boat for us as Dave assured us he would. The three Dutch guys next to us leave, but their anchor is fouled on Kostas's. The Danes leave, taking our anchor with them.

Kostas comes aboard and gives orders we don't understand. Warren, drinking coffee in the cafe directly in front of us, hops on board to help with the anchor. Another Greek on shore barks orders. Cathy tells Jane to lift the stern line to keep it out of the propeller. Jane thinks she is supposed to cast it off — YOICKS!

Then there are conflicting orders from Kostas and the Greek on shore. We're all confused. Kostas has to take the Zodiac out to set the anchor, which won't hold. Warren and Don keep having to haul it up.

11:00 hours

Finally moored perfectly, Kostas gives us the bad news: we're in a cargo zone and have to move! Jane goes to Panos for help. He says, "You've got to take responsibility for yourselves."

A space opens up to our left and we — despite the fact we're not sure how the boat will handle in the face of the howling meltemi — go for it. We make it in with the help of the jolly Englishmen next door, who helps us by walking her in.

13:00 hours

Jane and Cathy take showers, wash hair, change clothes and go off exploring. Don and Ollie stay on board and have many hassles with the anchor. A big gust blows the boat back against the quay, knocking a huge chip out of the stern. Don has to ask the Englishman on the next boat for help. He obliges gladly. They're good fellows, even if they do have barf all over the port side of their boat.

Having been to a great little cafe at a small marina, Jane and Cathy return to the boat to hear Ollie's tale of woe about the chip out of the stern. Cathy takes it well, saying, "maybe the owner won't notice". Just then another boat squeezes in between Kostas' and ours. Across the harbor they're four deep.

18:30 hours

It's still blowing very hard; if it keeps up this way we'll be here tomorrow also. If anyone is foolish enough to leave tonight, they'll probably take everyone else's anchors with them. Cathy tells us to wear our clothes to bed tonight and to be prepared to lose our anchor; then she heads to town for some serious shopping.

20:00 hours

Don, Cathy and Jane leave for dinner, while Ollie stays onboard to watch the boat. While the fearsome three are enjoying a lovely dinner, the Brits on the next boat tell Ollie the anchor is dragging. The Brits, Kostas and his short, fat, bearded friend help. Warren arrives at an opportune moment. He finds the second anchor and Kostas sets it with his motorized dinghy. Disaster is averted, but Ollie's nerves are shot.

22:30 — 24:00 hours

It's still blowing hard from the north, hitting us straight on. Don stands watch.

24:00 — 02:00 hours

Jane relieves Don on watch. The second anchor line seems a little loose, but the first anchor is holding. During the remainder of the night Cathy checks out the situation several times. Jane, however, can't sleep, and keeps getting up to check the lines. Someone on the Greek boat next to us keeps throwing up.

07:30 hours

Don gets up to make coffee, this time with potable water. Warren comes by to check the anchor with Don. Cathy hears them, is alarmed, pops through the hatch and cuts her finger badly in the process. Jane is in a super bitchy mood until her third cup of coffee.

Having been through similar follies last September — including the $600 loss of the bottom of the rudder when some Germans carelessly retied our boat — we know the above account is not that much of an exaggeration of how exasperating things can be at certain crowded harbors in Greece.

For a long time we thought the only alternatives were to forget chartering in Greece or skip all the popular harbors. But then a good solution was offered over the telephone by Richard Smith of Rye, New York — who hasn't even been to Greece. A veteran charterer, Smith decided that his group would hire a Greek captain to run their boat.

What a stroke of genius! When Smith's group enters a harbor with boats rafted four deep and everybody hollering in a different language, they can just turn the helm over to the captain and enjoy the chaos. When a *meltemi* comes up in the crowded harbor and somebody has to constantly readjust the dock lines and fend off the quay, that somebody will be the hired captain. Smith and his group can spend that time enjoying the pleasures of the harbor, wandering from *taverna* to disco to knick-knack shop.

There are some places where hiring a captain for your bareboat might be nice, but hardly a necessity. The British Virgins and most of the Caribbean come to mind. In Greece, it's different. We'd say having a hired captain is darn close to a necessity if you plan on visiting the more popular islands *and* really relaxing. We wish we had.

LATITUDE/RICHARD

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— latitude 38

Mermaid Applications

I just got out of college a year ago and wanted to have some adventures before dedicating my life to drudgery. Working on a charter boat in the Caribbean sounded like a good idea, so I responded to an ad for a boat looking for crew.

They sent me a 'Mermaid Application', which besides asking my name and age, wanted answers to the following questions:

1. Previous experience:
2. Can you swim and sunbathe?
3. Can you apply baby lotion?
4. Color of hair? (Include all areas and whether natural or not.)
5. Have you read the *Kamasutra*? If not, why not?
6. How many positions have you tried: Between 1 - 10; between 11 - 20; between 41-69.
7. Do you wear the tackle?
8. Are you wearing it now? If not, why not?
9. Can you touch your toes? If not, are you willing to learn?
10. Can you cook? Can you cook underway?
11. Can you cook while in positions 28 & 44?
12. Are you familiar with cabin rotation?
13. Do you have any objection to the consumption of alcoholic beverages? If so, place application in wastebasket.
14. What kind of wages would you expect?
15. How often would you expect them?
16. If there is any information that you think we would find useful, please attach it on a separate sheet of paper and seal it with a kiss.

What you do think of this?

Uncertain As How To Proceed
Northern California

U.A.H.T.P. — While there is an awful lot of work involved on a charterboat — for all intents and purposes you're toiling 24 hours a day, often for weeks at a time — it's also an occupation with an above average opportunity for hedonism. "You can't swim with the dolphins if you don't want to get wet," is how one charter captain dismissed a potential cook who refused to apply for the job dressed in her bikini. Rather than trying to offend you, the person who created the application probably just wanted to make sure you weren't more suited to be something like a bank teller, where sobriety is more important than social skills.

Having said all that and given the nature of the charter business, there's no way of telling — other than by applying — if the 'Mermaid Application' was a joke or for real. Stranger things have happened in the Caribbean, not all of which were at the expense of women. For instance, there was a Gulfstar 50 owner a few years back who wanted nothing more in life than to have an all-female crew. He got his bevy of babes, but at some expense. The only way he could keep them happy was by turning them loose each afternoon with his credit cards. He didn't fare much better at night; the gals would lock him in the forward cabin while they ate designer chocolates and watched movies on the VCR. Oddly enough, everybody was happy with the arrangement — for a couple of weeks.

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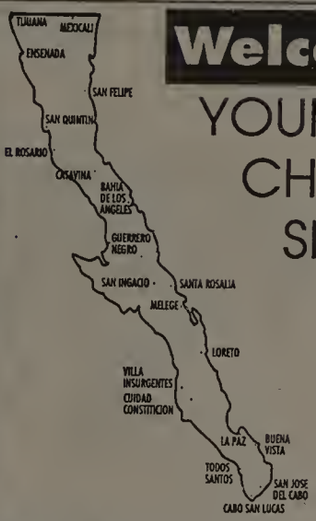

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THE RACING

*With reports this month on the **Lightship Race** rerun; the latest **NCYSA symposium/regatta**; a soggy **Whiskeytown Regatta**; the **Moore 24 Nationals**; a record-breaking fleet at **Long Beach Race Week**; another record-breaking turnout for the grueling **Stockton South Tower Race**; a quick **collegiate sailing** wrap up; the **Etchells 22 PCCs**; a slow **Farallones Race**; a windy **SSS In-the-Bay Race**; some afterthoughts on the **Santa Cruz-Santa Barbara Race**; and the usual glut of **race notes**.*

Lightship Race & Shark Derby

The rescheduled Lightship Race, which was cancelled on April 7 under mysterious circumstances, was finally sailed on June 3. Island YC hosted the pleasant, light air 24 mile lap around the Lightbucket, but once again the event was shrouded in controversy as 9 of 46 starters failed to finish correctly. (The *Chronicle* labelled the Lightship Race "jinxed", which we thought was rather polite of them.)

Because they were sharing the Golden Gate start/finish line with an ODCA race later in the day, the IYC race officials flew an "S" flag (shortened course) and announced on the radio that the finish line would be at Crissy Field. Because the standing rules require boats to check in with the race committee before the start, everyone theoretically should have been aware of the change. Unfortunately, something went wrong with the plan as eight boats, including ostensible IMS winner *Blade Runner*, sailed blithely back through the GGYC line (necessitating a postponement to the ODCA starts).

LATITUDE/ROB

Cellular phones: don't leave home without one. Above, Bill Twist calls Hawaii from 'Blade Runner' during the Lightship Race.

On the bright side, two new boats looked impressive in their debuts: *Heart of Gold*, Jim and Sue Corenman's pretty new Schumacher 50, was first-to-finish in fleet and first in PHRO. Meanwhile, Peter Hogg's custom trimaran *Aotea* easily won a small SSS division.

Another fine performance was turned in by John Dukat's *Critical Mass*, which captured third place in MORA and first place in the unofficial "Lightship Shark Derby". Seems *Critical Mass* snagged a fishing line off the Crissy Field Pier as she finished, and unknowingly dragged it back to Richmond YC. As Dukat and his crew of Midgets hoisted the boat out, they discovered some 200 yards of fishing line attached to the *Mass*'s underbody. Upon reeling it in they found a two and a half foot sand shark on the other end! The shark was returned to the water no worse for the wear, and the fishing equipment was eventually returned to its owner. "It was a weird day all around," commented Dukat.

IMRDA I — 1) **Jazz**, Beneteau One Ton, Rod Park. (4 boats)

IMRDA II — 1) **Ozone**, Olson 34, Carl Bauer; 2) **Petard**, Farr 36, Keith Buck. (7 boats)

IMSO — 1) **Kotuku**, Farr 12.20, David Thomson. (3 boats)

MORA — 1) **Friday**, Express 27, John Liebenberg; 2) **Freewind**, Cal 9.2, Don Lessley; 3) **Critical Mass**, Mancebo Mini, Dukat/Mancebo. (13 boats)

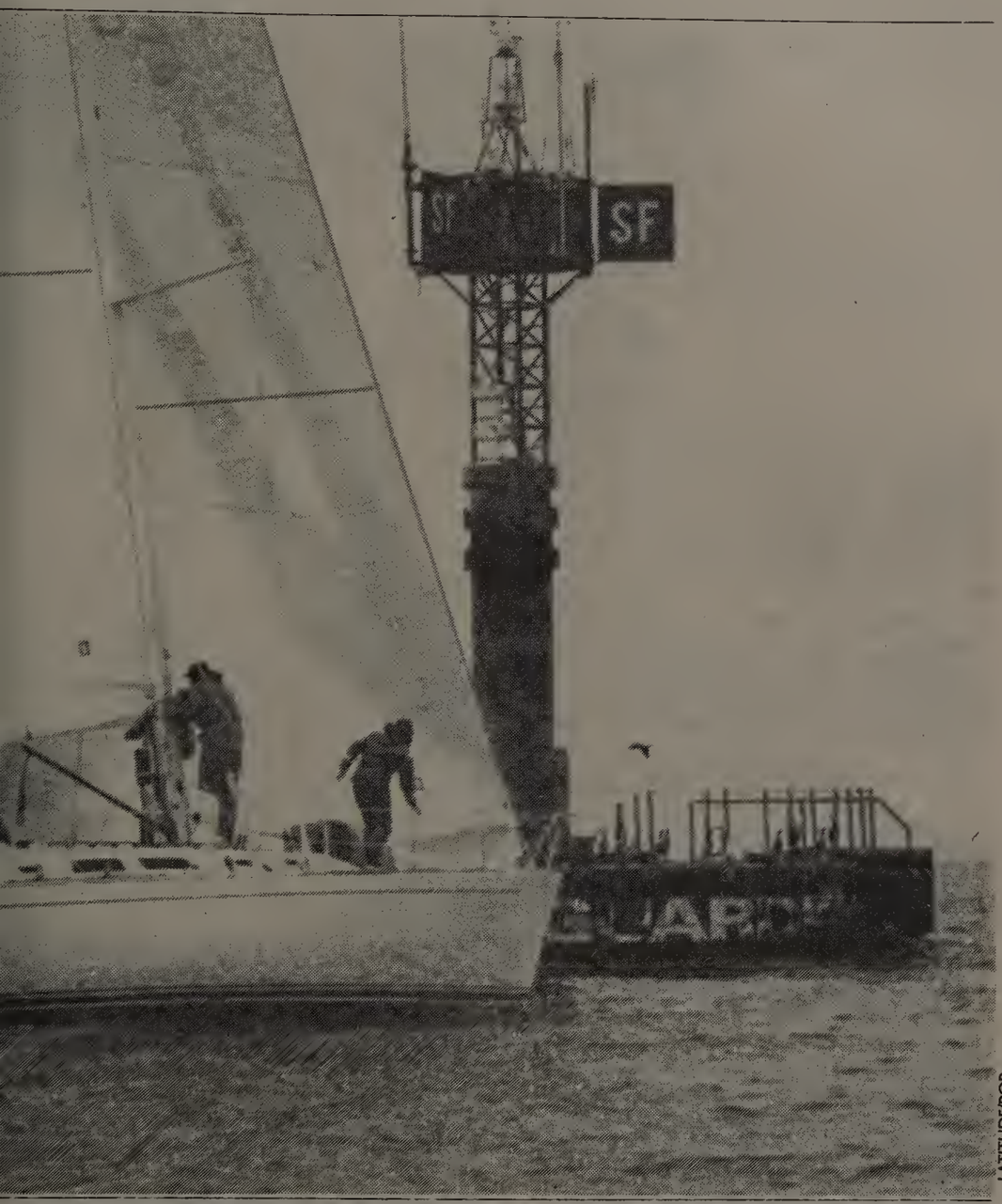
PHRO — 1) **Heart of Gold**, Schumacher 50, Jim & Sue Corenman; 2) **Spindrift V**, Express 37, Larry Wright; 3) **Acey Deucy**, SC 50, Richard Leute. (17 boats)

SSS — 1) **Aotea**, Antrim 40 trimaran, Peter Hogg. (3 boats)

NorCal Youth Sailing

The Northern California Youth Sailing Association held their second of five Symposium/Regattas on June 2-3 at the Encinal YC. Open to El Toro and Laser sailors, ages 9-19 from beginning to advanced, the purpose of these events is to help youngsters improve their skills in an arena other than their own clubs or the racing circuit *per se*.

The format for the weekend generally involves three classes of Toros and two of Lasers (singlehanded and doublehanded), each taught according to skill level. Saturday is devoted to lectures and demonstrations on boat handling, tactics, rules and rigging. The instructors are "rockstars" such as Morgan Larson, who give the kids those special tips that are tough to learn on one's own. On Sunday, a series of collegiate-style races are held.



LATITUDE/ROB

'Heart of Gold's' racing debut was a success: first to the Lightbucket, first across the finish line and first in PHRO.

Encinal YC proved to be a perfect host for the 35 juniors who attended the warm, light air weekend. The club's large grassy area was great for land drills and the pool was a welcome place to cool off in.

The largest division was the Laser A fleet, which was won on Sunday by Vaughn Seifers, followed by Forrest Fennel and Brandon Paine. Yano Casalaina won the Laser B group; Loren Moore was second. The Toro C class was won by Faye Menis, followed by Melina Hoyer. Faye's brother Joe Menis took the Toro B division ahead of young Sean Fabre. There was no El Toro A division this time around.

Future NCYSA Symposium/Regattas will be held at San Francisco YC (July 28-29), Encinal YC (August 18-19) and Coyote Point YC (October 27-28). Entry fee is a bargain $10 and all youth sailors are eligible: you don't have to belong to a yacht club or have been to the previous two events to come out and get in on the fun. To learn more about NCYSA and this exciting youth sailing opportunity, please call the undersigned at (415) 347-0259.

— patrick andreasen

Whiskeytown Regatta

It was the rainiest Memorial Day Weekend in the 26 year-old history of the annual Whiskeytown Regatta, but sailors on over 220 boats nonetheless enjoyed themselves ("Well, except for the campers," admitted Howard Fisher of host Whiskeytown Sailing Club). Saturday's three drizzly races were held in moderate winds, while Sunday's two races were sailed in heavy rain and higher winds. At least three masts broke, a few rudders were tweaked and a bunch of sails were blown out in the rough going. "We really had the Coast Guard Auxiliary hopping!" claimed Fisher.

Four classes fielded over 20 boats: local sailing guru Hank Jotz topped the 25-boat fleet of El Toros (none of whom raced in Sunday's blowout); collegiate All-American Morgan Larson took the 25-boat Laser fleet; Sausalito's Peter Minkwitz bested a flock of 22 Pelicans; and Berkeley's Bob Hrubes piloted *Zot!* (his 505, not his Choate 27 of the same name) to victory in the Open Centerboard class.

BUCCANEER — 1) Carl Rice. (5 boats)

CATALINA 22 — 1) Mark Nitta. (5 boats)

DAYSAILER — 1) Bill Fiock; 2) Len Fiock. (9 boats)

EL TORO — 1) Hank Jotz; 2) Vaughn Siefers; 3) Aad Rommelse; 4) Al Kenstler; 5) Joe Menis. (25 boats)

ENTERPRISE — 1) David Eliot. (4 boats)

FIREBALL — 1) David Cabrall. (4 boats)

HOBIE 16 — 1) Jim Lawson; 2) Jim Eggleston. (16 boats)

HOBIE 18 — 1) Bob Leslie; 2) Phil DeGoa. (8 boats)

INT. CANOE — 1) Paul Miller. (5 boats)

LASER — 1) Morgan Larson; 2) Patrick Andreasen; 3) Trevor Gleadhill; 4) Robert Leach; 5) Mike Eichwald. (25 boats)

LASER II — 1) Matt McQueen; 2) Marsha Lockwood. (10 boats)

LIDO 14 — 1) Paul Holzhauser. (5 boats)

PELICAN — 1) Peter Minkwitz; 2) Jim Brown; 3) Dean Wix; 4) Fred Smith; 5) Jim Bell. (22 boats)

SAILBOARD (MISTRAL) — 1) Rick Locknar. (5 boats)

SAILBOARD (OPEN) — 1) Mark Piper. (6 boats)

SANTANA 20 — 1) Mark Verutti. (5 boats)

SNIPE — 1) Mike Moore. (5 boats)

OPEN CENTERBOARD — 1) Robert Hrubes, 505; 2) Ernest Bertram, Int'l 14; 3) Steve Anderson, Coronado 15; 4) Steve Klotz, FJ; 5) Kurt Lahr, Int'l 420. (25 boats)

OPEN MULTIHULL — 1) 1) Bob Storey, Prindle 19; 2) Bob Hepler, Nacra 6.0; 3) Brian Reiser, Hobie 21. (11 boats)

OPEN KEEL (< 200) — 1) Mike O'Callahan, Moore 24; 2) Joe Ballard, Impulse 26; 3) Joel Verutti, Moore 24. (12 boats)

OPEN KEEL (>200) — 1) Ken George, San Juan 21; 2) Lynn Wingate, Merit 22; 3) Scott Fredrickson, Capri 22. (12 boats)

50 Footer Update

Udo Schutz's Judel/Vrolijk designed *Container* took an early lead at the latest

International 50-Foot Regatta at Tortola (British Virgin Islands), and then hung on to win the seven race event. Only eight 50s sailed in the regatta, held in light to moderate air on May 23-27. This was the fifth of seven regattas on this hot circuit and the racing was typically close (e.g., in race five, all but two of the boats were called over early at the start; In race three, *Abracadabra*, *Springbok* and *Tiger* all finished within seven seconds of each other). The nightlife was also apparently pretty tough also: "I never drank so many *pina coladas* in my life!" claimed Jim Pugh, co-designer and tactician on the hot new *Abracadabra*.

The last two stops on the 50 Footer 1990 tour are in Nantucket (August 22-26) and Newport, R.I. (October 3-7). Already, the class is working on its 1991 schedule, one that's shaping up to include two continents. Though it's not formalized yet, we've heard the agenda will look something like this: Key West (January), Miami (March), Travemunde, West Germany (May), Lymington, England (July) and then either the Mediterranean or Japan. The best boats, of course, will stay in England for August's Admiral's Cup.

TORTOLA REGATTA — 1) **Container**, J/V, Udo Schutz/Jens Christensen, W. Germany, 10 points; 2) **Abracadabra**, R/P, Jim Andrews/John Kolius, Alabama, 14.75; 3) **Springbok**, Farr, David Rosow/Tom Whidden, Connecticut, 17; 4) **Carat VII**, Farr, Wictor Forss/Peter Holmberg, England, 18.75; 5) **Windquest**, Farr, Richard DeVos/John Bertrand, Michigan, 26; 6) **Tiger**, Farr, M. Kobayashi/Peter Lester, Japan, 26.75; 7) **Champosa V**, N/M, Mark Morita/John Kostecki, Japan, 37; 8) **Diane**, Soverel, Robert Schwartz/same, New York, 47. (8 boats)

WORLD CUP POINTS — 1) **Container**, 16.5 points; 2) **Windquest**, 18.75; 3) **Tiger**, 22; 4) **Abracadabra**, 26.5; 5) **Springbok**, 28; 6) **Carat VII**, 29; 7) **Will**, 29; 8) **Champosa**, 40; 9) **Andelstanken/Infinity 90**, 41; 10) **Insatiable**, 49. (20 boats; standings based on 5 of 7 regattas)

Moore 24 Nationals

With their usual flair, the Moore 24 fleet demonstrated How to Do It Right with their 14th Annual National Championship in Santa Cruz on June 14-17. With 9 races over a three day span, a wide variety of conditions (8-25 knots of wind) and tough competition, the racing was about as good as it gets. Post race celebrations each day rounded out the fun.

The Moore 24 Nationals: mandatory condoms?

First place in the 19-boat fleet went to *Tonapah Low*, driven by last year's champion Morgan Larson, aided by owner Jeff Weiss, Trevor Gleadhill, Patrick Andreasen and Jeff Wallace. *Tonapah Low* was consistently near the top of the fleet, though she was by no means alone. She was pressed hard by *Adios*, *Lambada-Me*, *Karen*, *Bitchin'*, *Weasels Burnt My Weenie* and *Mooregasm*, to mention a few. Staging a last minute comeback from sixth place, Peter Shorett and Team Animal (Matt Lezin, Tom Akrop, John Shulka and Eric Malmberg) on *Lambada-Me* edged out Dave Hodges and his *Adios* gang (Scott and Martha Walecka, Benji Canepa, and Caveman Ian Klitza) for second. Jim Samuels topped the concurrent 9 boat owner/driver division with *Speedster*, comfortably ahead of Graham Greene's Texas-based *La Bomba*.

The coveted Best Party Award goes to Ron and Martha Moore for their Friday evening barbecue extravaganza which featured lamb, plenty of beer and live music out on the grass by Santa Cruz Harbor. Combined with a great day of sailing, this had to be one of the fleet's finest moments.

The Best Crash Award goes to *Tonapah Low* and *Lambada-Me* for their prowess at leeward mark roundings. A minor tag in the first race between these two boats at the leeward mark was merely a harbinger of things to come in the fourth race. After a tough downwind battle for the lead, *Tonapah Low* got an inside overlap, but blew the douse as the boats rounded. With *Lambada-Me* on her hip, *Tonapah* attempted an aggressive new tactic by placing their spinnaker in the water directly in front of their competition. Within milliseconds, the noose was securely tightened around *Lambaba-Me*'s hull, and the two boats were sucked together, briefly locking rigs. As the mating ceremony progressed, a half dozen boats slid past.

The Family Fun Award goes to Pat Walsh, son Tom (who came down from Alaska), daughter Becky and her husband Dan Nutt on *Blithering*. Though plagued by equipment problems, they were usually right in the thick of things.

Finally, the Crisis Management Award goes to Jack and Carl Gordon on *Seldom Scene*. While practicing on Tuesday afternoon, their rig came tumbling down. Fortunately, Buzz Ballenger had a spare, and the boat was back together for Wednesday

YACHT IMAGES

night!

Perhaps the parties didn't rage quite like they did in the old days, but everyone had a fantastic time, made it home alive each night, and could still see straight enough to find the marks the next day. The emphasis on good, safe fun was further reflected in the race committee's "mandatory lifejacket" rule, which required all sailors to wear a PFD equipped with a whistle, 3 flares and a condom throughout the regatta. Given altercations such as *Tonopah Low* vs. *Lambada-Me*, *Speedster* vs. *Presto* and *La Bomba*'s boom vs. Graham Greene, full body armor and helmets may be required next year.

All in all, it was great fun for everybody. The Moore 24 fleet has traditionally been a fun-loving bunch who also happen to be very good sailors. The members love their boats and share a zest for life which is apparent both on and off the water. Once again, the Moore 24 Nationals provided a perfect setting for the celebration of this attitude.

— *eric malmberg*

1) **Tonapah Low**, Weiss/Larson, 15.25 points; 2) **Lambada-Me**, Malmberg/Shorett, 24.5; 3) **Adios**, Walecka/Hodges, 24.5; 4) **Karen**, Phil Vandenberg, 27; 5) **Weasels**, Chris Watts, 40.75; 6) **Bitchin'**, Sheeks/Wijsen; 7) **Mooregasm**, Josselyn/Edwards, 46; 8) **Elena**, Dan Nitake, 67; 9) **Speedster**, Jim Samuels, 73; 10) **Coaley**, Matthew Coale, 84. (19 boats)

Long Beach Race Week

A record high fleet — 68 boats in six classes — participated in Ullman Sail's Long Beach Race Week on June 8-10, which this year was co-sponsored by Washington International Insurance. Despite a strange, unsettled weather pattern due to a hurricane over Baja and some less-than-stellar race committee work by host Long Beach YC on the IOR/IMS course (the one design racers, who had a separate course, were treated to near flawless committee work), the five race series had to be considered a success.

"It was a good turnout for a non-PHRF event," claimed Dave Ullman, who not only sponsored the regatta, but once again helmed Don Hughes' R/P 43 *Quintessence* to victory in the "big" IOR class. Ullman and Hughes also instigated a series of meetings for the 19 IOR owners present at Race Week, with the purpose of starting a West Coast 1991 IOR circuit consisting of half a dozen or more events between San Diego and Santa Barbara. "There are nearly 50 IOR boats in California ready to go racing again," stated Ullman. "We're trying to figure out what it'll take — doubling the old age allowance? limiting headsails? — to get them back out. All of IOR's problems are solvable, and we're banding together to solve them."

Stealing the IOR show at Long Beach Race Week — and easily putting on the most impressive performance in the fleet — was Irv Loube's Farr 40 *Bravura*. Robbie Haines steered the Kenwood Cup-bound 30.55 rater to five straight bullets, leaving a pair of otherwise fine one tonners, *Victory* and *Allegiance*, far back in her wake. The only other Northern California entries, Jim Mizell's Smith 43 *High Risk* and Craig Brown's Serendipity 43 *Corsair*, finished in the cheap seats: *High Risk* started the series with a PMS and ended it with a DNF. "Not exactly our finest hour," allowed helmsman Steve Taft. *Corsair*, despite the presence of Scott Easom, simply found herself outgunned.

In the IMS division, a pair of hot new Alan Andrews designs, the 44-foot *Foxfire* and the 53-footer *Cantata II* had their way over ten other competitors, including two Swans and three J/44s. *Climax* came from behind to nip *Deception* in the "Fabulous Fifties" class, while *Paleface* and *Buttercup* did a number on the J/35 and Schock 35 classes, respectively. *Escapade* topped the Catalina 38s, a fleet which has been put out to pasture by the Congressional Cup, but which remains a sentimental favorite on the Long Beach racing scene.

Despite the odd weather (Saturday's 20 mile distance, which featured a 180° windshift on every other leg, was the strangest and most frustrating race anyone can ever remember for this series) and the fact that the race committee won't win the St. Petersburg YC Trophy this year (the USYRU award for excellence in race management — an award that LBYC has won twice before), we can't help but think that Long Beach Race Week is on the verge of a comeback. Certainly, it was a more impressive show than the 1989 Big Boat Series (24 boats total, and only 8 IOR boats in two classes). "And things can only get better," promised Ullman.

LATITUDE/ROB

Bruce Golison (left) steers the one tonner 'Victory' in light going at Long Beach Race Week.

FIFTIES — 1) **Climax**, Barnett 52, Mike Campbell,

7.75 points; 2) **Deception**, SC 50, David Meginnity, 8.75; 3) **Lone Star III**, N/M 54, Burton Benjamin, 12.75. (6 boats)

IOR A — 1) **Quintessence**, R/P 42, Don Hughes, 13.75 points; 2) **Jano**, Frers 43, Robert Kahn, 15.5; 3) (tie) **Blondie**, SC 70, Peter Tong and **Chayah** (ex-**Springbok**), Vallicelli 50, Oscar Krinsky, 20.9375. (11 boats)

IOR B — 1) **Bravura**, Farr 40, Irv Loube, 3.75 points; 2) **Victory**, Dubois 40, Bob Butkus, 14; 3) **Allegiance**, Andrews 39, Mike Wootten, 17. (8 boats)

IMS — 1) **Foxfire**, Andrews 44, Dennis Howarth, 11.5 points; 2) **Cantata II**, Andrews 53, W. Brook Gifford, 12.5; 3) **Corazon**, Swan 44, Jenner Knight, 21.75. (12 boats)

J/35 — 1) **Paleface**, David Dale-Johnson, 7.25 points; 2) **Rival**, Dick Velthon, 15.75; 3) **Great Scott**, Nick Martin, 17. (13 boats)

SCHOCK 35 — 1) **Buttercup**, John Cazier, 14.75 points; 2) **Outlier**, D. Schmit/G. Gordon, 21.5; 3) **Reflex**, Rick & Melinda Briggs, 23.75. (13 boats)

CATALINA 38 — 1) **Escapade**, Mark Noble, 4.75 points; 2) **Entourage**, Lingle/Wilson/Lingle, 7.5; 3) **Possibilities**, Fred Darling, 9. (5 boats)

Stockton South Tower Race

Sausalito's Bill Riley made it two in a row — and three for six — when he won Stockton Sailing Club's challenging South Tower Race ("140 miles of pure joy") overall on June 15-16 with his Olson 25 *Pearl*. "We were really lucky this year," said Bill modestly. "We hit the currents just right, and only 'bottomed out' once." As usual, the wily Riley was quick to acknowledge his crew (right hand man Greg Palmer, Pete Caras, Matt Walker and Jeff Gething) and his boat ("The Olson 25 is the perfect boat for this race").

First back to the always friendly Stockton Sailing Club was Jim and Sue Corenman's new Schumacher IMS creation *Heart of Gold*, with a 13-person crew including Carl Schumacher, Kame Richards, Alan Weaver, John Mellen and John Wulff. They finished just after noon on Saturday, a few hours off the course record of 22 hours, 1 minute set in 1986 by the J/35 *Smokin' J*. "We were on a record pace until the wind dropped out about 15 miles from the finish," claimed Schumacher.

Before the race, Jim Corenman scouted out the river banks with an inflatable dinghy and a portable depth sounder, but even so the 8.5-foot draft *Goldie* spent 45 minutes hard aground just a few miles into the fray. After finally getting off (by using an anchor to turn the boat downwind and then setting

COURTESY STKSC

Minutes from finishing the South Tower Race, 'Ralphie' (left) and 'Goldie' were 100 feet from each other — yet in different wind patterns.

a kite), *Goldie* proved she had heart by grinding down the other two big boats, Eddie Marez's custom Schumacher 44 *Eclipse* and the Dana Smith/Bob Dosher chartered SC 50 *Ralphie*. The Corenman's boat led *Raphie* around Blackaller Buoy by two boatlengths, only to stay about that close the entire 70 mile spinnaker ride home. After untold jibes and 17 lead changes (someone on *Ralphie* actually counted them) in light to "double goose eggs" type of air, *Goldie* aced the Tim Parsons-driven *Ralphie* at the line by a boatlength.

Behind the leaders — as is often the case — the littler boats were bringing up the breeze. The boats that fared the best — like *Pearl* and second place finisher *Audacious*, a Moore 24 with Jeff Madrigali on board — also rode the current most of the way back to Stockton. But even those in the record 48 boat fleet that missed the current "gates" straggled in by Saturday evening, with the last boat, the Catalina 27 *Wet Spot*, finishing at 1:30 a.m. on Sunday morning.

Eight boats DNFed the grueling overnighter. One, Rick Nelson's Santana 525 *Essinn* was dismasted near New York Slough in a collision with the Cal 2-27 *Whisper*, which also dropped out. Two boats dropped out after blowing out all their halyards, the Capo 26 *Wreckless* and the Olson 25 *Toeboyt*.

There was at least one other collision as the fleet short-tacked out of The Ditch: the Olson 25 *Fast Freddie* was T-boned as she "played through" the class in front of her by the port-tack SC 27 *Soledad*. "What wankers! They punched in the side of the boat, really clobbering one of our crew, and then blithely did two circles and kept sailing. It never occurred to them to apologize or ask if we were okay," said a still-miffed *Freddie* crewmember. Despite being torpedoed, the *Freddie* gang silver-taped the hole and went on to finish a distant second in the Olson 25 one design class.

"Weatherwise, it was a pretty typical South Tower Race," concluded race chairman Pat Brown, who sailed on Division II winner *Ozone*. "I thought the whole thing was a blast. Now, if we can just figure out how to beat Riley... "

DIV. I — 1) **Heart of Gold**, Schumacher 50, Jim and Sue Corenman; 2) **Ralphie**, SC 50, Dana Smith/Bob Doscher; 3) **Eclipse**, Schumacher 44, Ed Marez. (3 boats)

DIV. II — 1) **Ozone**, Olson 34, Carl Bauer; 2) **Miss Conduct**, Olson 29, Tom Mason; 3) **Bloom County**, Mancebo 31, Carl Ondry. (5 boats)

DIV. III — 1) **Light'n Up**, Express 27, Jim Warfield; 2) **American Eagle**, Peterson 34, Frank Purdy; 3) **Chief**, SC 27, Dwight Odom. (9 boats)

DIV. IV (Olson 25s) — 1) **Pearl**, Bill Riley; 2) **Fast Freddie**, Wyatt Matthews; 3) **Vivace**, Bill Riess. (5 boats)

DIV. V — 1) **Audacious**, Moore 24, John Cartwright; 2) **Fast Lucy**, Nonsuch 36, Michael Katz; 3) **Faded Badley**, J/30, Dana Badley. (8 boats)

DIV. VI — 1) **Veloce**, Cal 27, Ni Orsi, 2) **Candace Ann**, Islander 30 Mk II, Michael Sheehe; 3) **Dynamite**, Cal 27, Vic Metler. (7 boats)

DIV. VII — 1) **Lyric II**, Catalina 27, Paul Owing; 2) **Achernar**, Catalina 27, Leslie Oliver; 3) **Sea Harp**, Catalina 27, Joan Harp. (7 boats)

DIV. VIII (non-spinnaker) — 1) **Escape**, Cal 2-27, Bill Reynolds; 2) **Wet Spot**, Catalina 27, Steve Wilson. (4 boats)

OVERALL — 1) **Pearl**; 2) **Audacious**; 3) **Fast Lucy**; 4) **Ozone**; 5) **Miss Conduct**; 6) **Light'n Up**; 7) **Bloom County**; 8) **Hotlicks**; 9) **Slithergadee**; 10) **American Eagle**. (48 boats)

Collegiate Sailing Wrap-Up

The nautical Anteaters of UC Irvine upheld the honor of West Coast sailing on June 5-7 when they pulled out the ICYRA National Dinghy Championship in the final races over Old Dominion and Tufts. Hosted by the Massachusetts Institute of Technology and held in 420s and Larks on the shifty

Charles River, the regatta was said to be one of the most exciting collegiate championships in a while. It also was the second title in the last three years for the Anteaters, who were the '88 champs. Meanwhile, the women's national championship, held the weekend before, saw Tufts upset Brown; the team racing championship on June 8-10 went to Old Dominion.

Afterwards, the 20 All-American collegiate sailors for the '89-'90 season were announced: To no one's surprise, UC Irvine's two standout skippers — Jamie Malm and Mike Sturman — were among them. Santa Cruz super-sailor Morgan Larson, sailing for the College of Charleston, was also elected an All-American — quite an accomplishment for a freshman! (We understand Morgan has left Charleston to be back on the West Coast, and may be attending USF next year.)

Other West Coast sailors receiving honors were Bob "Peaches" Little (USC) and Nick Adamson (UC Irvine), both of whom earned honorable mentions in the All-American voting. Rosalyn Meade (UC Irvine) was named one of the top ten outstanding women sailors; Geoff Becker (UC Irvine), Scott Munch (UC Irvine) and Alyssa Isaacs (Berkeley) were among *Sailing World*'s Crew All Stars.

The Morse Trophy for collegiate sailor of the year went to Old Dominion's Terry Hutchinson for the second year in a row. Hutchinson, who is graduating, is currently putting together an Olympic FD campaign.

DINGHY CHAMPIONSHIP — 1) UC Irvine, 158 points; 2) Old Dominion, 166; 3) Tufts, 174; 4) Navy, 180; 5) NY Maritime, 215; 6) Brown, 222; 7) Conn. College, 223; 8) Tulane, 234; 9) Yale, 244; 10) USC, 309; 11) Florida State, 345; 12) Wisconsin, 352; 13) Texas A&M, 352; 14) Michigan, 374; 15) Portland State, 377; 16) Michigan State, 426. (16 teams)

WOMEN'S CHAMPIONSHIP — 1) Tufts, 140; 2) Brown, 161; 3) Old Dominion, 178; 4) Navy, 185; 5) UC Irvine, 195; 6) Yale, 199; 7) Conn. College, 201; 8) St. Mary's, 240; 9) Michigan, 264; 10) Orange Coast College, 303; 11) College of Charleston, 328; 12) UC Berkeley, 342; 13) Texas, 370; 14) Miami of Ohio, 389; 15) Washington, 398; 16) Michigan State, 454. (16 teams)

TEAM RACING CHAMPIONSHIP — 1) Old Dominion, 10-1; 2) Tufts, 9-2; 3) UC Irvine, 9-2; 4) Brown, 8-3; 5) Navy, 7-4; 6) College of Charleston, 6-5; 7) Tulane, 6-5; 8) Stanford, 5-6; 9) Texas A&M, 2-9; 10) Washington, 2-9; 11) Michigan, 1-10; 12) Michigan State, 1-10. (12 teams)

Etchells 22 PCCs

Jeff Madrigali got some satisfaction on June 2-3, winning the Etchells 22 Pacific Coast Championship with a consistent 3,3,1,2,2 record. Sailing *Satisfaction* along with owner/middle man Jorge Lee and bow man Jeff Wayne, Madro edged out '87 and '88 PCC champ and fellow North Sails representative Bill Menninger of Huntington Beach. Coming in third — and winning the "amateur" division if there were one — was local stockbroker Don Jesberg.

The 24-boat fleet included most of the hot Etchells sailors on the West Coast. Among them was drop-in rockstar Dennis "No Excuse to Lose" Conner, who opened with a 2,1 but then stumbled, ultimately finishing a creditable fourth.

Conditions on the Berkeley Circle for the five race, no throwout series were perfect: sunny skies and 15-20 knot westerlies. Host Saint Francis YC ran a flawless regatta which, according to some of the participants, was possibly the highest caliber sailing event on the Bay to date this year. "I've sailed in a lot of fleets around the world," claimed Madrigali at the awards ceremony. "But nothing beats the Etchells 22 fleet on the Bay."

LATITUDE/ROB

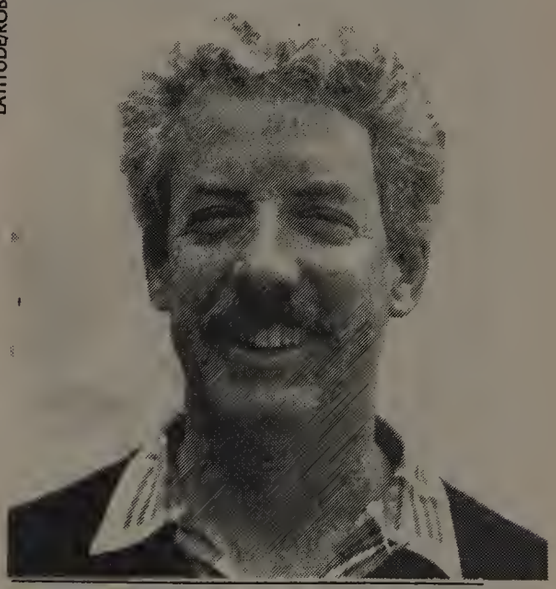
This month's heroes: Jeff Madrigali won the Etchells 22 PCCs with 'Satisfaction'....

1) **Satisfaction**, Jeff Madrigili, 10.75 points; 2) **Imagine**, Bill Menninger, 16.75; 3) **Ultraviolet**, Don Jesberg, 20.5; 4) **Seduction**, Dennis Conner, 26.75; 5) **Secret Weapon**, Chris Perkins, 34; 6) **Auspice**, Fleet White, 36; 7) **Peer Gynt II**, Jim Skaar, 37; 8) **Ambush**, Jim Buckingham, 39; 9) **Mr. Natural**, Bill Barton, 40; 10) **The Bear**, Vito Blalla, 52; 11) **Jumper**, John Ravizza, 11; 12) **Six Hundred**, Hank Easom, 61; 13) **Celerity**, Steve Moffett, 61; 14) **Tumbleweed**, Kers Clausen, 63; 15) **Mofo**, Bill Munster, 75; 16) **Mallard**, Ed Feo/Pat McCormick, 80; 17) **Sabic**, John Sutac, 86; 18) **Dr. Kato**, David Jones, 88; 19) **LeStat**, Chris Baldwin, 88; 20) **Wind V**, Marc Fountain, 101; 21) **No Name**, Bob Park, 103; 22) **White Heat**, Gary Grande, 104; 23) **No Name**, Dave Yoffie, 119; 24) **Puff**, Jim Coggan, 125. (24 boats)

Farallones Race

"This year's Farallones Race was just great," claimed *Leading Lady*'s Bob Klein. "But, then again, any ocean race you can walk away from is a great one!"

While enjoyable, San Francisco Yacht Club's 57 mile race around the rockpile on June 16 was also a slow one for the 46 boats entered. Despite favorable currents, the first boat back — Hal Nelson's *Zeus* — didn't cross the line until 6:30 Saturday evening, and many of the smaller boats finished well after dark. And again, much to the chagrin of the YRA office, a handful of boats failed to call in their finish time in as soon as they landed (the race committee goes home at 8 p.m.). The delinquent reporters were subsequently DSQed.



LATITUDE/ROB

.... while Bill Riley took his third Stockton South Tower Race with his Olson 25 'Pearl'.

THE RACING

With shifty westerly winds peaking out at 12 knots and averaging 8, it was unfortunate the IMS race was arbitrarily scored on a windspeed of 14 knots. Apparently, the IMS group assigned race types, such as windward/leeward in this case, and wind strengths (e.g., the Lightship was 8, Drakes Bay was 10) to each race before the season started. "Maybe backing into the implied wind strength based on finish times — like they did in the Stone Cup — makes more sense," allowed Bill Twist of *Blade Runner*. Whatever the case, these are difficult times for IMS, as problems seem to be coming to light faster than solutions.

IMRDA I — 1) **Leading Lady**, Peterson 40, Bob Klein; 2) **Blade Runner**, R/P 47, Bill Twist. (6 boats)

IMRDA II — 1) **Ishtar**, Aphrodite 101, Bill Wright; 2) **Annalise**, Wylie 34, Paul Altman. (7 boats)

IMSO — 1) **Firebrand**, Worth 40, Heinrich Gantenbein. (2 boats)

MORA — 1) **Locomotion**, Express 27, Amen/Morgan/McRobie; 2) **Perezoso**, Excalibur 26, Jeff Nehms; 3) **Friday**, Express 27, John Liebenberg. (10 boats)

PHRO — 1) **Spindrift V**, Express 37, Larry Wright; 2) **Acey Deucy**, SC 50, Richard Leute; 3) **Elusive**, Express 37, Dick Desmarais. (18 boats)

SSS — 1) **Chelonia**, Yankee 30, Ed Ruszel. (3 boats)

SSS In-the-Bay Race

"It's not the best race in the world, especially because of the fluky winds in Raccoon Strait," explained singlehanded vet Ed Ruszel. "But it's a lot of fun, and with all the mark roundings and upwind work, it's certainly more physically taxing than doing a Farallones Race."

That pretty well sums up the Singlehanded Sailing Society's cleverly named In-the-Bay Race, held this year on the windy (25 knots) day of June 9. Starting at 10 a.m. off Corinthian YC, the large 61 boat fleet — split evenly between singlehanders (28) and doublehanders (33) — encountered a 3.5 knot flood and little breeze. The wind, however, picked up as the fleet left the Raccoon Strait for the 20-mile reaching oriented blast around the bay (CYC to Blossom, Blackaller, Southampton, Blossom, CYC).

In fact, the wind was strong enough to drive the deck-stepped mast of Joe Siudzinski's wooden trimaran *Second Tri* through the deck when the compression strut failed. The rugged conditions also saw a F-27 hit the beach at Crissy (they were able to

JONATHAN LIVINGSTON

***Before:** The Olson 30 'Tsunami' fell off the hoist prior to the Santa Cruz-Santa Barbara Race. Damage was minor; they raced anyway.*

push off and get back in the race), as well as some blown out kites (less than half the fleet set). "Because of the flood, there was a lot more beating than expected," said SSS Commodore Robby Robinson, who was one of many DNFers that day. "And then there was the cross traffic through the ODCA race and the Ultimate Yacht Race to keep things interesting."

Ironically, by the time the shell-shocked fleet finished at Corinthian YC around 3 a.m., things were once again peaceful. Posting the best corrected time was Joe Therriault's tri *Sundowner*, despite taking a mandatory 20 seconds a mile additional handicap (the multihulls all voluntarily took this penalty due to the reaching nature of the race). Correcting out five minutes behind *Sundowner* to claim second overall was Jeff Winkelhake's Beneteau 46 *Interabang*.

SINGLEHANDED:

DIV. II — 1) **Interabang**, Beneteau 46, Jeff Winkelhake; 2) **Kingfish**, SC 40, John Kerslake. (8 boats)

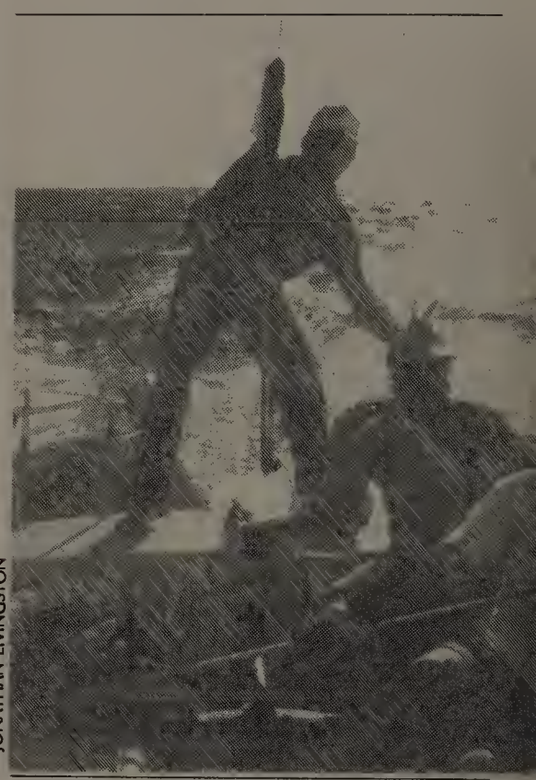
DIV. III — 1) **Xarifa**, IOD, Paul Manning; 2) **Praise**, Freedom 36, Ken Joy; 3) **Rude Dog**, Olson 911 SE, Rodney Kidd. (10 boats)

DIV. IV — 1) **Emerald**, Yankee 30, Peter Jones; 2) **Chelonia**, Yankee 30, Ed Ruszel. (10 boats)

DOUBLEHANDED:

DIV. I (multihull) — 1) **Sundowner**, Buccaneer 33, Joe Therriault; 2) **Pegasus**, F-27, Andrew Pitcairn. (8 boats)

DIV. II — 1) **Bird**, Swede 55, David Poole; 2) **Harp**, Catalina 38, Sallie Rowe; 3) **Perigail**, C&C 35,



JONATHAN LIVINGSTON

***During:** Bombing down the Santa Barbara Channel on board the Express 27 'Flying Circus'.*

Nancy Daniels. (12 boats)

DIV. III — 1) **Windwalker**, Islander 36, Bill De Meulenaery; 2) **Glory Days**, Pretorian 35, Andy Rothman. (9 boats)

DIV. IV — 1) **Snow Goose**, Santana 30, Ted Mattson. (4 boats)

Santa Cruz to Santa Barbara Race

Of all the former stars attempting comebacks this summer (George Foreman, Jerry Brown, the Giants, etc.), the one we figure has the best chance to succeed is the 235-mile Santa Cruz to Santa Barbara Race. Resurrected on Memorial Day Weekend after a 15-year hiatus, the downwind event was every bit as popular as it used to be. But don't take our word for it:

"This is perhaps the best race course and race duration that you could ever ask for. My prediction: this race will become a classic!" (Chuck Hawley, *Promotion*)

"Our first ocean race in our new/used boat. Who could ask for more? Nature, perfect conditions and good relationships!" (Keith and Tory Carlson, *Shaman*)

"We finished third from last, but that wasn't the point. We're happy! We'll do it again!" (Joan McVay, *Separator*)

"Our first distance ocean race. Great learning experience! Being one of the smallest boats does make one feel *very small*. Makes one feel very self-confident, maybe even a little macho. Not bad for an over-the-hill lady!" (Lynn Smardan, *Separator*)

"Point Arguello: @#$@%#!! But that's yacht racing. Santa Barbara YC was great!"

After: Eric Sultan ('Special Edition') and unidentified admirer show off the sextant trophy he earned for topping the 31-boat fleet.

(Mike Evans, *Prince Charming*)

"It was a very emotional race: you think of safety first because of the past..." (Howard Althouse, *Outrageous*)

"We encountered a pod of whales 20 miles offshore above Point Conception. Four of them were within 100 feet of us; one of them swam under the boat and resurfaced just behind the stern, blowing water 20 feet into the air. He was so close you could hear the air coming out of his lungs! " (Gene Meleski, *Riitta*)

"More wind! More beer! Dynamite clam chowder!" (Larry Weaver, *Sunshine*)

Race Notes

Faster, faster: As we go to press, sometime Sausalito residents **Dave Scully** and **Mark Rudiger** are poised to break the doublehanded TransAtlantic record for 40-foot multihulls. The duo is sailing the Nick Bailey 40 trimaran *American Challenge* in the **Two Handed TransAtlantic Race**, which began in England on June 17 and ends in Newport, RI. Already finished is the French maxi tri *Elf Aquitaine*, which blazed across the Atlantic in 10 days and 23 hours, knocking two days off the previous record. More next month.

Stranglehold, cont'd: **Don Trask**, sailing for the StFYC with Bill Krysler and Chris Boome, won his fourth **Jesse Carr Regatta** in a row on June 23-24. Sailed in Etchells 22s out of Southwestern YC (San Diego), the Carr is the annual west coast championship for skippers over 50 and crews over 40. Gustine Ortiz of Balboa YC came in second in the 7-boat fleet, followed by Bob "Big Daddy" Klein of Richmond YC and Noel Wilson of Sausalito YC.

Two happiest days of their lives: **Pat Farrah**'s out of the game for awhile (he recently sold his SC 70 *Blondie* to Peter Tong, who has owned a series of boats called *Momentum*). However, **Larry Harvey** (*Crazy Horse*, *Babe Ruthless*) is back in after sitting out a few years. He recently purchased a J/35 with a trailer, and is putting together his usual first class program.

The royal treatment: three-time IC season champ **Henry Mettier** of Healdsburg finished second in the **International One Design Worlds** north of Glascow, Scotland, last week. Sailing with Ben Ballard, Rich Pearce, Ron Young and a local Scotsman, the team from San Francisco YC came within 3.25 points of unseating 9-time world champion Bill Widnall of Marblehead. *Sailing World* editor John Burnham, representing the Fishers Island (NY) area, came in third in the 12 boat fleet, all of which had to qualify in their regions. A highlight of the regatta was the closing ceremony: Princess Anne of England flew in to present the awards!

Strange days, cont'd: there were two changes to the results of the **San Francisco Volvo Regatta** that we published last month. In the J/35 class, Allen Bray's *Current Affair* was actually second and Don Trask's *Redline* was third, not *vice versa* as reported earlier. And in the J/29 class, Gerald de Wit's J/29 *Smokin' J* withdrew after ostensibly winning her class. "It turns out we were over the weight limit," explained helmsman Kimo Winterbottom. "Dropping out was the right thing to do. We apologize to the class, and congratulate Pat Benedict and the crew of *Advantage II*." The revised results of the J/29 class follow: 1) *Advantage II*, 2) *Potsticker*, 3) *Power Play*.

Countdown to ecstasy: 49 boats are confirmed as of June 12 for the **1990 Kenwood Cup Hawaii IOR Series** on August 3-16. The majority — 37 boats — will race under the IOR rule, which appears to be alive and healthy everywhere except the United States. The other 12 boats will race under the IMS rule, a first for this prestigious series. Japan leads the entry list with 18 boats, followed by the U.S. (13), New Zealand (8), Australia (6), U.K. (3), and Russia (1). Strong looking national teams are being fielded by Australia (*Cyclone*, *Drumbeat*, *Heaven Can Wait*), the U.K. (*Foo 2*, *Mad Max*, *Sagacious*) and Japan (*Bengal*, *Swing*, *Will*). The U.S. team, such as it is, will consist of *Bravura*, *Sorcery* and *Camouflage* (if she enters). Other possibilities for the third member of this rather weak team include *Cane Fire*, *Mauna Lani Flash* and *Gerontius*. Look for a full preview in next month's *Racing Sheet*.

Speaking of Hawaii, remember ***M-1***? The plumb-bow grey Ross 45 sank on May 27 in the **Around Oahu Race** after smacking a rock off Kaena Point while spinnaker reaching at 15 knots. The impact sheered *M-1*'s keel off; she turtled and went under. Local fishermen recovered the boat, which is presently being nursed back to life at Keehi Marine. Supposedly, she'll still be ready in time to sail the Kenwood Cup as part of the New Zealand team.

Hawaii angle, cont'd: ***Leon Russell***, Russ Johnson and Leon Daniel's immensely successful local Express 27, was recently sold to a woman member of Hawaii YC. The partners' last regatta will be Tahoe Sail Week, after which "The Leon Russell Show" will be officially disbanded. *Leon Russell* will then hop a Crowley barge to Oahu, and start her (his?) new racing career with Lahaina Race Week in late August. Lest anyone forget, *Leon Russell* won the local Express 27 championship three times, the Volvo Regatta twice, the Catalina Race overall twice and the Champion of Champions two and a half times (one year there was no overall, but they won their division). "We have no regrets, other than never winning the Nationals," said Daniel, who's concentrating on his Ultimate 30 project. "The fun factor was tremendous... it was also a hell of a lot of work!"

Gold Country YC's 9th Annual **Go for the Gold Regatta** was held on Scotts Flat Lake (5 miles east of Nevada City, California) June 9-10. A total of 49 boats (an appropriate number for a regatta in Gold Country) enjoyed "golden" racing conditions: sunny 80 degree weather with winds up to 20 knots. Winners of the six divisions, each of whom took home a treasure chest of real gold, follow: Catalina 22 (Tom Page); Fireball (Craig Perez); Multihull (Robert Leslie); Open Keel (Ken Stuber, MacGregor 26); Open Centerboard (Bill Charron, Lido 14); Thistle (Wade Hough).

The envelope please: the **Plaza Cup**, Monterey Bay's premiere one-design gathering, recently announced that this year's featured class is... (pregnant pause, suspense)... the **Olson 30**! Previous Plaza Cups have been held in SC 50s and Santana 35s; this is the first year the Olsons

have been invited ("decidedly an upscale move" says the Olson 30 newsletter). The event, co-sponsored by the Monterey Plaza Hotel and MPYC, is scheduled for September 8-9.

Six sailors from California will be among the expected 50 entrants from six nations in the triennial **International Ten Square Meter Sailing Canoe World Championships** to be held July 21-28 in Hannover, West Germany. The half dozen Golden State canoe *aficionados* are '89 North American champ Paul Miller (San Diego), Erich Chase (Marshall), Dana Pettingill (Palo Alto), Dawn Miller (San Diego), Fran DeFaymoreau (Santa Cruz) and Casey Woodrum (Tiburon/San Diego). The IC — which gets its power from a fully battened ten square meter sail balanced against a lone crewmember perched out on a hiking plank — claims to be the oldest international sailing class, with origins dating back to the 1870s. The IC also claims to be the fastest singlehanded dinghy in the world, having been clocked at over 20 knots. For more info on International Canoes, contact class secretary Dana Pettingill at (415) 327-3717.

Youth not wasted on the young: As we go to press, 167 youths (19 and under) from 24 states are going at it in Lasers, Laser Ils and Mistral sailboards in Gulfport, Mississippi. The occasion is the **USYRU/Nautica Youth Sailing Championship**; at stake are nine slots on the USYRU/Rolex Junior Sailing team (the rest of the team will be comprised of winners from August's Sears, Smythe and Bemis regattas in Newport Beach). Representing Northern California in Lasers are Jesse Goff, Bryan Myers and Brandon Paine; Laser II competitors are Morgan Larson, Forrest Fennell, Haley King and Ruskin Lhamon. Results next month.

The alluring Pacific Northwest: Chuck Jacobsen's SC 50 ***Allure*** not only finished first in Memorial Day Weekend's light air **Swiftsure Race**, but corrected out first overall in the 135 boat fleet that sailed the "varsity course". Not only that, *Allure* fell only 15 minutes shy of setting a new course record! Our congratulations to her 14 man crew (13 from Monterey Bay and a local knowledge guy from Victoria), who sprinted for the entire 22 hours of the 136 mile race. *Allure* also came in third overall in the three inshore races held before the Swiftsure Race, losing the time-on-time races to one tonners.

"It's absolutely beautiful up there," enthused Harvey Kilpatrick. "Plus, you feel right at home racing against *Wings*, *Salute*, *Kentucky Woman* and a bunch of other old warhorses from the Bay." *Allure* is now in "full cruise mode", sporting a fax machine, cellular phone and other amenities as owner Jacobson and his buddies poke around Puget Sound for the rest of the summer.

Vic-Maui Race Entrants

Yacht	Type	Rating	Owner/Charterer	Yacht Club
IOR DIVISION				
Maverick	N/M 68	69.37	**Les Crouch**	Lahaina YC
Earl of Mar	SC 50	54.24	**Dick Roberts**	W.S. Corinthian
HMCS Oriole	Owens 102	52.46	**Lt. Cmdr. K. Brown**	Can. Forces SA
Foxfire	Kaufman 44	31.40	**Mike Storie**	W.S. Corinthian
Thomasine II	C&C 41	31.10	**Peter Sou**	Royal Victoria YC
Mad Max	Davidson 40	30.11	**Wink Vogel**	Royal Van. YC
Carissa	Peterson 43	29.54	**Jake Jakubik**	Lahaina YC
Knightrider	Davidson 40	29.12	**Sid Halls**	Lomox Bay SC
Omega	Fraser 41	27.76	**Arie de Kleer**	Van. Rowing Club
PHRF DIVISION				
Dream Machine	Jones 44 Custom	66	**Jeff Archer**	Crescent Bch YC
Panache	Centurion 47	90	**Helmut Hahn**	Crescent Bch YC
Indulgence	Mapleleaf 45	117	**Dave Heaps**	Pt. Roberts YC

Speaking of up north, the biennial **Vic-Maui Race** — a 2,308 miler from Victoria, BC to Lahaina, Maui — is underway as you read this. The race only drew 12 boats this year (see box of entrants) — down from 17 boats in '88, 27 in '86 and 30-something in '84. Raise your hand if you detect a certain trend here. Anyway, the only boat with a shot at *Merlin*'s 1978 record elapsed time (10 days, 2 minute, 9 seconds) is *Maverick*. What's with the low turnout, we asked race official Tony Liebert? "The biggest problem is the demise of IOR, both locally and worldwide. IMS is still in its infancy here, so things are in a state of flux. Also, the Pacific Cup may have attracted a few boats, like *Meridian*, who would have raced with us."

Want to buy a used **Whitbread Race ketch**? If so, you're probably too late, as all three have recently changed hands. Race winner *Steinlager II* was recently sold, though we never heard who picked up the Big Red one; *Fisher & Paykel* was sold to Italian zillionaire Gianni Varisi, the owner of the round-the-buoys maxi champion *Longobarda*; and *The Card* has been purchased by Ted Turner's son, Ted the Fourth. Apparently young Ted and his buddies from Charleston, SC, are currently in Europe sailing *The Card* — which will be renamed *Challenge America* — with her former Whitbread crew. They'll bring the boat to the U.S. later this summer and begin a "goodwill tour" of the East Coast with the Russian boat *Fasizi*.

A bigger **Big Boat Series** than last year's fiasco (only 24 boats?) is in the works for September 27-30. So far, about 18 J/35s and a dozen Express 37s are planning on racing in the newly reformatted four day event, which will double as their PCCs. Two divisions each of IMS and IOR are in the works, though how many entries will show up is anyone's guess. There's even a possibility that the sleds may return: so far, four of them are interested (*Holua*, *Taxi Dancer*, *Chance*, and *Mongoose*, if she's not sold). We'll keep you posted.

Southern exposure: San Leandro YC sponsored the **South Bay Yacht Racing Association** race on the "exceptionally beautiful day" of June 2. Sailing exceptionally well that Saturday were the following: Division I — 1) *Loose Cannon*, Express 27, Bill Schwager (5 boats); Division II — 1) *Dolphin*, Cal 2-30, Carl Huber (4 boats); Division III — 1) *Sundancer*, Catalina 27, Robert Carlen (3 boats); Division IV — 1) *Stregata*, Catalina 30, Henry Aldridge (8 boats).

Hot racing in a cool town: Santa Cruz YC hosted a **Santa Cruz 27/Soling Invitational** on June 9-10. Three races were held in a shifty easterly on Saturday; on Sunday, an "honest" 20-25 knot northwesterly blew through. In the SC 27 fleet, Randy Parker — a former 27 owner who moved up to the SC 50 *Chasch Mer* — topped an 8 boat fleet in his chartered *Poopsie*. Parker, who amassed three bullets, finished with 6.25 points. Matt Dini sailed another chartered boat, *Medusa*, to second place with 10.75 points; his brother Mark finished third with *Dynaflow* (16 points). The 9-boat Soling fleet stacked up as follows: 1) #782, John Walton, 12.5 points; 2) *Wizzard*, Andy Carson, 14; 3) #797, Ian Wareham, 18.75.

The fourth and fifth races of the 9-race **North Bay Series** were held on June 16. Martinez YC hosted the moderate air, ebb tide racing in "picturesque" Carquinez Straits. The winners were all familiar campaigners on the North Bay: Division A — 1) *Invictus*, C&C 40, John Webb, Benicia YC, 1.5 points (5 boats); Division B — 1) *Sleeper*, O'Day 27, Gary Cicerello, Vallejo YC, 2.75 (4 boats); Division C — 1) *Risky Business*, Santana 22, Tom Rolf, Vallejo YC, 1.5 (3 boats). The next race in the North Bay Series will be sponsored by Vallejo YC on July 21.

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CHANGES IN

*With reports this month on events for the **Mexico Class of '90**; an old but interesting report from the Jessies on cruising the **Med and Caribbean**; a **Hugo story** from 'Clytie'; advice on sailing motoring through **French canals**; an update on the activities of **Frank Robben and 'Kialoa II'**; cruising **Baja** on a tiny Flicka 20; a continuation of 'Topaz's' journey through the **Med**; Carol Post's **Hawaiian Eye** column; and the usual assortment of **cruise notes**.*

Parties, Potlucks And Swaps For The Mexico Class of '90

If you're going to be part of the Class of '90 headed to Mexico for the winter season and don't know anybody, you've got nothing to worry about. There are no less than five big events this fall specifically for folks headed south of the border, four of them free. All are great opportunities to get to know you fellow cruisers and to share information.

The first such event on the calendar is *Latitude 38's* Mexico Only Crew List Party to be held sometime during the last week of September at the Sausalito Cruising Club. As always, we'll have some free food and music as well as lots of people looking to or for crew to Mexico. For those coming by boat, there's unlimited free anchoring just a short distance away. This will be the first time you'll be able to pick up the 1990 'Some Like It Hot' California to Mexico Cruisers' Rally t-shirts. Call (415) 383-8200 in early September for details.

LATITUDE/RICHARD

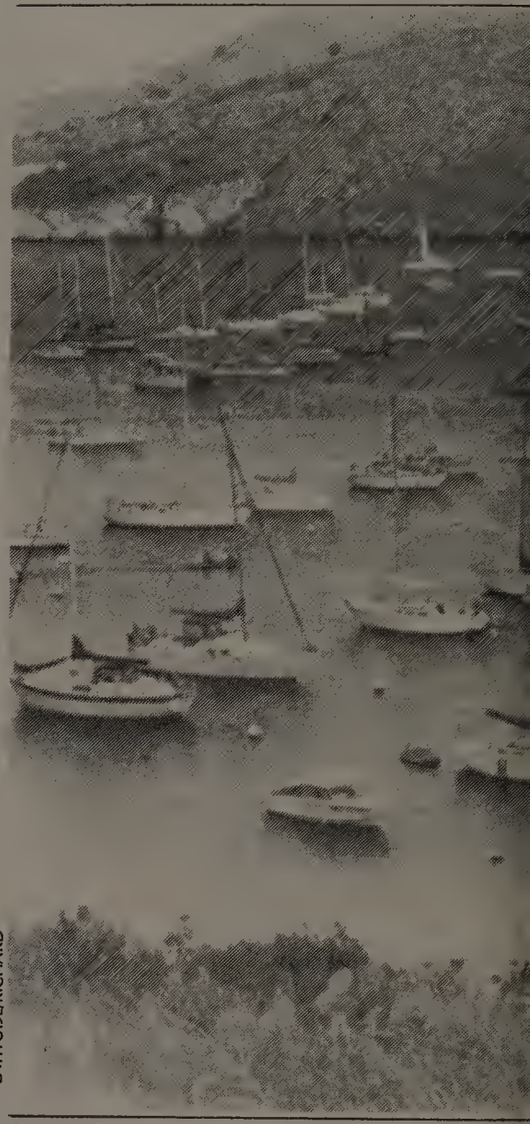
Young and old, first-timers or vets, the Class of '90 can't wait for the fall fun to begin.

With approximately two weeks in between, cruisers should have no problem making Minney's annual Marine Swap Meet and Mexico Cruisers' Party in Newport Beach on Saturday, October 13. The swap meet — sign up for space early — runs until noon, after which the party — including free food and beer — takes over. While Minney's is located on the Pacific Coast Highway, they have some dock space in back and will be running a shuttle for boats anchored out. Have a short sail inventory and a small cruising kitty? Then you don't want to miss Minney's; they've got a tremendous supply of used sails at bargain prices. (714) 548-4192.

A week later, October 19 - 20, they'll be the first-ever Cruisers' Catalina Weekend at Two Harbors. This will be more than a party and chance to meet people, as on the evening of the 20th, Doug and Jamie Owen will be giving a 'Breaking Away' seminar in which they discuss all aspects of . . . well, breaking away to go cruising. The Owens, who with their son Jim, left Alameda's Marina Bay in 1986 aboard their 31-foot wooden *Teal*, have been cruising winters (they've gotten as far as Panama) and working summers at Two Harbors ever since. The Owens have given their 'Breaking Away' presentation to more than 2,000 Southern California sailors as part of the Orange Coast College Adventure Series.

The Cruiser's Catalina Weekend is not free. If you come by boat, there will be the normal charges for mooring buoys; figure on between $20 and $35 for the two nights. They'll also be a charge, as yet undetermined, for the dinner and presentation. If you don't come by boat, you can stay at the Banning House Bed & Breakfast, which runs about $100/night or camp out at the Little Fisherman's campground, $6 person a night. Call (213) 501-0303 for information and reservations.

The fourth event — and the grandaddy of all these cruisers' parties — is Pacific Marine Supply's Cruiser's Kick-Off Party on Canon Street in San Diego. Traditionally, this one has been held after closing on the last Saturday in October, but this year it will be on October 20. Mark your calendars. The PMS Cruiser's Kick-Off Party usually draws people from across the country and even from foreign countries. In the mid-80s it became so popular that the

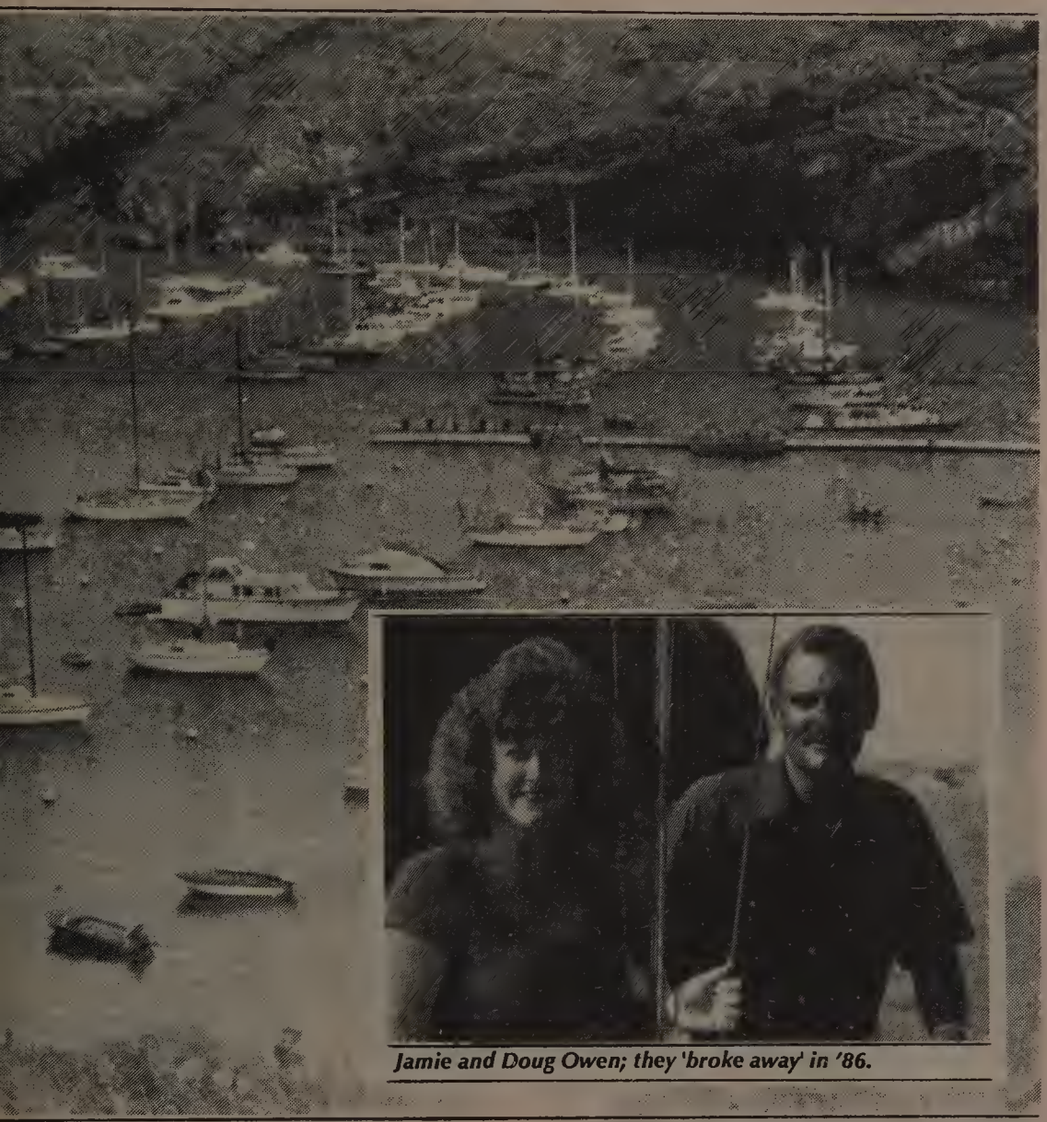


LATITUDE/RICHARD

San Diego Police strongly urged reservations-only as being a method of reducing attendance. So if you're interested, call (619) 223-9054. The PMS party is also noted for the many valuable door prizes.

The final event on the schedule is Downwind Marine's Mexico Cruisers' Potluck on the beach at Shelter Island "from noon until half past dark" on October 28th. 'Admission' to the potluck is some kind of dish to be contributed to the potluck. The Downwind hosts also provide hot dogs, hamburger and beverages. The last of these events, the Downwind Potluck is usually a little more kicked-back and relaxed than the others. Downwind, like PMS, runs one of the more active cruiser's 'delivery services' to Mexico (619) 224-2733.

What about the 'Some Like It Hot' Rally to Mexico? Well, we've just started planning that one and will be meeting with Gil and Karen of Papi's Deli in the next few months. We're looking to have more freebies than ever when you arrive in Cabo, as well as more free prizes. Details to follow. You can be sure, however, that we'll be giving out some 'Some Like It Hot'



Jamie and Doug Owen; they 'broke away' in '86.

Catalina's Two Harbors, site of October 19-20's 'Catalina Cruiser's Weekend'.

t-shirts at each of the above cruisers events.

As the dates of these events get closer, we'll have more information.

— *latitude 38*

Nalu IV — Lapworth 48
Jim & Diana Jessie
The Med & Caribbean
(St. Francis YC)

[*Editor's note: The following* Changes *was received out of order; in other words, we've already published more recent material from the Jessies. Nonetheless, we thought this material, from late '89 and early this year, was unusual enough to warrant publication.*]

Looking at our last letter, we realize that much water has passed under the keel since we last sat at our computer. A quick recap is in order. After leaving Sicily we stopped in Malta for a few days and then pushed on to Pantelleria Island, our last Italian stop. From there we sailed to Tunisia and stopped at Sisi Bou Said. We visited the city of Tunis by train and then sailed north and west along the African coast to Bizerte. This was much less touristy than Tunis, and we found the people to be very pleasant and eager to talk. The ancient casbah of Bizerte looked like a Hollywood set and is truly a maze. We had planned to go to Algeria, but the American Embassy said we had to have visas and the nearest place to obtain one was Libya. Scratch Algeria. So we sailed back to Mallorca instead to see some friends. We had a great time doing laundry, shopping, and catching up on the latest gossip.

From Mallorca we visited another of the Balearics, Ibiza. Then we moved on to Cartegena on the Spanish mainland. There we found our old friends from Cyprus, *Lassiter's Reef*. We also made new friends with the officers and crew of the *Monogahela*, a U.S. Navy oiler. They gave Jim 120 charts they were discarding and Diana a #10 can (that's three quarts) of pickle relish. They also entertained the crews of *Nalu IV* and *Lassiter's Reef* for lunch. As we had foreign nationals (Brits and Aussies) among our crew, we were served wine aboard a U.S. vessel. We hated to leave Cartegena.

From there we sailed back to the coast of North Africa, this time to the Spanish enclave of Melilla. It's a tiny place — just 2.5 miles by 1.5 miles — that has belonged to Spain since the 14th century. It was in Melilla that we first heard about the earthquake in San Francisco. A couple of fishermen helping us moor stern to the dock got very excited when they saw 'San Francisco' on our transom. They began to talk very rapidly and Diana finally figured out that there had been an earthquake in San Francisco the night before. We felt helpless as the information was so sketchy and it was too late to try and use the telephones. We watched the television news that night and saw the unbelievable sights. The next morning we were able, after some delay, to make contact with our respective families and were delighted to learn everyone was ok. Diana added a new word to her Spanish vocabulary; *terremoto* means earthquake.

COURTESY NALU IV

The halyard winches are a 'Smoking Allowed' area on 'Nalu IV'.

That first night in Melilla, we sustained another first; an intruder on the boat. We had been told to be careful of thieves, so we had removed everything of value from the deck. About 0300 Diana heard a noise and climbed into the cockpit to have a

CHANGES IN

look. The lamp post on the dock bathed the boat in light, and Diana couldn't see anyone. On the way below again to get some ice water, she heard a noise in the aft cabin. Thinking it was Jim, she turned to see if he wanted some water, too. It wasn't Jim; she was face to face with an Arab wearing a blue track suit.

Diana's screaming scared the intruder witless; he ran like a rabbit. This brought Jim flying headfirst, tangled in blankets, out of the bunk and Les out of the main cabin. By the time they had Diana quiet enough to explain what had happened and sorted themselves out, the intruder had exited the marina. Upon inspection, nothing was found missing or damaged. Diana suffered a mild case of laryngitis from screaming and Jim had split shins from banging into the bunk. So much for Melilla.

From Melilla we sailed to Ceuta, another Spanish enclave in North Africa, this one directly across from Gibraltar. We moored in the area designated for yachts; unfortunately, it was not designed for yachts. Heavy swells and winds threatened to do serious damage to *Nalu*, so we finally had to pull ourselves off the quay with fore and aft anchors, and then put the boat stern to the quay. We spent a day cleaning the oil and grit off our mooring lines and fenders. The advantage of Ceuta

LATITUDE/RICHARD

The 'Pride' is back. The new 'Pride of Baltimore' was one of many boats that enjoyed the anchorage at Bequia.

was the shopping, which is duty free and subsidized by the Spanish government. We were able to buy a number of things — cheese, bacon, whiskey, candy, coffee beans — cheaper than anywhere else in Europe. We can't recommend Ceuta as a tourist stop, but it was worthwhile for us.

From Ceuta we finally got back into a real ocean, the Atlantic, and sailed south along the coast of Morocco to Casablanca. We're sorry to say we were extremely disappointed with Casablanca. The 'yacht harbor' is an abomination with only six feet of oil-covered water, and there are no facilities for yachts. Furthermore, the officials were irksome and Humphrey Bogart was nowhere to be seen. We saw little of the old town, but in any event the casbah no longer exists. Sam will not play it again.

From Morocco we sailed on to the Canaries, where we entered the Atlantic Cruisers Rally to Barbados (ARC), an event that's already been covered in these pages.

While in Barbados, we attempted the Mt. Gay Rum Regatta, but found *Nalu* ill-equipped to compete with the likes of *Immigrant* (sistership to *Police Car*) and several other hot-shots. Even though we didn't do well, the parties were wonderful and we made some great friends. As a result of the Mt. Gay Regatta, we spent New Year's Eve on Barbados (where it's called Old Year's Eve) with Stephen and Jill Brooks. A fourth generation Bajan, Steve, a great sailor and sportsman, sailed with us as local knowledge. For that special evening, Jill cooked local dishes, we watched fireworks, had poppers and champagne, and thoroughly enjoyed ourselves. It was also Diana's chance, at long last, to see the interior of one of the old colonial homes.

Arriving in Barbados provided another treat for Diana; for the first time in for years she was able to find pickle relish, marshmallows, chocolate chips and Kool-Aid in the supermarket. Our Irish crewmember accompanying her was so embarrassed by Diana's continuous yelps of joy that she pushed the cart down adjacent aisles so she wouldn't be associated with the American woman who had gone bonkers.

Between relatives and ARC crew, we had six aboard for the quick but extremely rolly downwind trip to the Grenadines. The waves were large but didn't have the consistent pattern of the Pacific; it was like doing 90 miles in the 'Potato Patch'.

Bequia, our first island stop, was

inundated with yachts. In addition to about 20 boats from the ARC, there were many charter boats and permanent Caribbean cruisers. For the first time in ages we saw more American flags than anything else. We ate at Mac's pizza twice and rediscovered how wonderful that dish can be.

In the 'small world' category, Jim was wearing a Catalina Race t-shirt with the boat name *Gaelic* on it, as we walked along a road. A voice called out: "Hey, where did you get my shirt?" Walking behind us was Bill Ormond from the St. Francis YC — who had given Jim the shirt on his 50th birthday! With him was an old friend, Tom Jones, who had sailed many miles with Jim and had last visited us in Fremantle during the America's Cup. They had chartered a bareboat from The Moorings to see the Grenadines.

From Bequia it was just 10 miles to little Mustique, part time home of Princess Margaret, Mick Jagger, David Bowie and others. It was another short sail to Canouan, home of the giant spiny lobsters. The six of us feasted on two of the huge creatures — and we still had leftovers for lunch the next day. Since foreigners are not permitted to catch lobster, we bought

St. Vincent, home of the 'bad news boat boys'.

COURTESY NALU IV

'Nalu IV', ripping along under double headsails.

them from a local boat. We snorkeled in the Caribbean for the first time at Canouan and found it a wonderful improvement on the Med. The water could be just a bit warmer, but the sea life is beautiful.

Our big surprise in the Caribbean was the weather; the wind blew much harder than we had been led to believe. The trades blow 25 to 35 knots steadily. Rain is frequent and *very* heavy. We had expected weather more akin to the Tuamotus or the Great Barrier Reef, not the southern bight of Australia.

After venturing as far south as Canouan in the Grenadines, we headed back to Bequia and then north to St. Vincent. It was at St. Vincent's Wallilabou that we had our first encounter with the 'boat boys' who have pretty much managed to make St. Vincent undesirable for cruisers. They paddle out to meet you as you enter the harbor, and as soon as you are moored they surround you trying to sell everything from guided tours to the waterfall, to eggs, to rotten tomatoes, to dinner at the local restaurant. Diana bought tomatoes and grapefruit, and ordered bread for early the next morning. While Jim did the official paperwork, three of our crew walked up to the waterfall to do laundry and take showers. Two local boat boys followed them up and back — then swam out to the boat to insist on payment for being 'tour guides'. They wanted ten dollars, but finally left when they were given three.

After bread delivery the next morning, we started off to St. Lucia. When the starboard lower shroud let go, we returned to Chateaubelair Bay to make a temporary repairs. Unfortunately, when we got in the bay Jim discovered a kink in the mast. He and the other men jury-rigged a shroud and tightened the rigging to remove the kink. While they were resolving that problem, the boat boys descended on the boat and tried to sell things we did not want. We left as quickly as we could.

In case you think we get bored or run out of things to do, the next few weeks we'll be busy pulling the mast, trying to get the kink out and rebuilding the transmission — which conked out and forced us to enter and anchor in the dark, under sail, at Vieux Fort, St. Lucia. Not recommended. To many people it sounds like we have lots of boat things to do, but it's not abnormal considering the use *Nalu* has got. And as we have often said, "It sure beats mowing the lawn and fixing the roof."

Fortunately, we have available to us in St. Lucia, Rodney Bay Marina, which is operated by Arch Marez of Santa Cruz. It's very modern, with complete dock facilities, a full service yard, plus a grocery store, laundry and communication center. Definitely a civilized place. Along with Arch and his son Ed, we again met Don and Madelaine Johnson, longtime cruisers from Santa Cruz, and Scott Pine, who took overall honors in the last TransPac with the Olson 40 *Notorious*. We also had the pleasure at Rodney Bay of watching the 49ers romp over the Broncos with the aforementioned folks from home.

After getting repairs done we'll be headed north for Martinique, Dominica, Guadeloupe, Antigua and the Virgins. Beyond that we'll be making summer stops

Official Cruiser's Excuse List For Not Departing On Schedule
(Clip Out And Save)

1. El Niño looks like its coming back.
2. Water rougher out on the ocean than in the Bay.
3. Mother-in-Law says wife's skin is too delicate for such a trip.
4. Too many thru hulls.
5. Too small a cruising kitty.
6. Mast too short and not enough of them.
7. Looks like fog about to form.
8. Misplaced charts.
9. Thinking of going to Alaska instead of Marquesas.
10. Boat too short/long (pick just one).
11. Won't have learned how to navigate until GPS is fully operational.
12. Ten years ago would have been better; not so many people in Mexico.
13. They speak Spanish down there!
14. Too much wind.
15. Too little wind.
16. No Taco Bell in mañanaland.
17. Underwear too tight.
18. Wife says she wants to come.

And, the best excuse of all:

19. Couldn't wait, had to take off two months early.

— *latitude 38*

in New Jersey, New York, Connecticut and possibly further north.

— *jim and diana*

Readers — We happened to be sailing in the eastern Caribbean during January and early February, which is when the Jessies were experiencing the consistent 25-35 knot winds and big seas. Theirs is an accurate evaluation of the weather for that period; we only put up the main for two hours during that entire period.

Those are not, however, normal conditions for the Caribbean. In fact, we can hardly remember a single day in all our previous visits when the wind blew as hard as it did virtually every day of January and early February. The Caribbean, from the Virgins to Grenada, normally has perhaps the most ideal sailing conditions in the world; 15 knots of breeze and light seas. The only time when this isn't true is during hurricanes, which are pretty rare, or during the 'reinforced' or 'Christmas trades' that can be expected anytime from the middle of December until the beginning of February. The Christmas Trades don't always blow, but when they do it's not uncommon to have 30 knots of wind for two or three weeks at a time. The Jessies happened to hit it during one of those periods.

As for the 'boat boys' of St. Vincent, they are widely recognized as being the most annoying in the Caribbean. Conventional wisdom is that they'll harass you to death until someone in their group comes away with about $5 or $10. So the smartest move is to pick one out early, and pay him what you might as well consider a 'St. Vincent cruising tax'. This island, incidentally, is one of the poorest in the Caribbean.

Clytie — 50-Foot Ferro Ketch
Olly & Vicky Gardner
Hog Island, Grenada
(Apple Valley, Ca)

In the May *Latitude* you mentioned seeing us at anchor in St. Barts and wondered if it was the same *Clytie* that was aflame nine years ago in the Sea of Cortez. Yes, she's the same, and we're still the same owners. Sorry we didn't get together.

After the fire we spent a couple of years getting the old girl shipshape again, and in 1983 sailed off again. Since then we have cruised Mexico, Central America, through the Panama Canal, the San Blas Islands, Honduras, Guatemala, the East Coast of the United States, the Bahamas, and now we're visiting the Eastern Caribbean islands on our way to Venezuela.

Next year we expect to return to Mexico and California on our way to cruising the Northwest to Alaska. We plan a visit to the Bay Area and will stop in at *Latitude* to say 'hello'.

Our cruising has been just great. There have been no more surprise 'barbecues'. It's been uneventful, just as cruising ought to be. All, at least, except for last September's hurricane *Hugo*, which hit us dead-on. The naval station a mile away at Vieques clocked the peak winds at 210 knots! Much luckier than most, we survived without a blemish. We almost feel guilty about it. We've enclosed a summary of how we managed to get through the hurricane.

Thanks for remembering us.

— *olly & vicky 5/16/90*

Readers — The Gardners decided to spend August, September and October of last year in Culebra, a small island of Puerto Rico just 30 miles west of the U.S. Virgin Islands. There they would take care of some long delayed maintenance and upgrades while waiting out the hurricane season in what many consider to be the Caribbean's best hurricane hole.

As most of you probably recall, this 'best hurricane hole' became a death trap when it was packed full of boats and then hit by 230-knot winds. Although figures aren't exact, about 75% of the nearly 200 boats there were badly damaged or destroyed.

With excellent foresight, the Gardeners figured Culebra might be a disaster area if packed with hundreds of boats from the Virgins. Thus before Hugo had even formed, they searched and found an alternate hurricane hole on the nearby island of Vieques, also part of Puerto Rico. They tested their alternate spot when weak-winded Dean came through and liked it. With Hugo just two days away and Culebra clogging up with boats, they again took refuge in a little bay within Vieques' Ensenada Honda. There was plenty of room for them and the nine other boats, all of which had experienced crews. Despite

Foresight and a lot of good luck kept 'Clytie' from being Hugo-ized like these boats.

LATITUDE/RICHARD

the terror of the nearly unimaginable winds, they survived with relative ease. Their one big moment of panic came when the boat upwind of them broke two lines and began to drift down on them. Fortunately, she held and like all the boats in the little bay, survived Hugo.

The Gardeners returned to Culebra to see what might have happened had they stayed. "Culebra resembled a war torn town just captured by the infantry. Ninety percent of the homes were demolished to little piles of sticks. Over 200 boats lined the shore, many lifted high and dry, some on top of houses, others on roads, and others stacked three and four high like cord wood."

Cruising French Canals
Le Havre to Port St. Louis

We don't know how it is with you folks, but one of the things we want to do before we part this 'vale of tears' is to take a sailboat through France via the canals. For this reason, we eagerly read Peter Benesh's illuminating article in the June issue of England's *Yachting World*. Benesh's theme was that while the food and scenery on the French canals is better than on the Bay of Biscay during a Force 11 blow, the canals are no piece of cake.

First off, you can't always go where you wish. Low rainfall in several previous years meant that both the most direct and most scenic of the four canal routes to the Med were unusable because of low water. Not that anyone was told about it until they'd gone way out of their way.

Secondly, without constant attention, your yacht can be damaged. Going through the ancient locks, particularly the 'uphill locks' just past Le Havre, is tricky and there can be tar and unexpected protrusions. A two-person crew can have a hard time keeping their yacht from banging against the rough walls. The lock keepers, mostly women, do little to help and sometimes seem reckless in the way they allow incoming water to knock a boat about. As such, plenty of tires and lumber are required to protect topsides. A widely ignored law requires that all tires have inner tubes; it's ignored in part because sinking tires are sometimes necessary to protect topsides in areas where locks fill almost to the top with water.

Because the many tunnels are unlit and narrow, it's easy to brush against them. The Balesmes Tunnel is three miles long!

There are even dangers in unstepping and restepping the mast. The crane operator in Le Havre, who said he'd done 3,000 masts, screwed up the Benesh's; the one in Camargue, who claimed 4,300 previous similar efforts, did such a bad job that a claim had to be filed to repair the mast.

Running aground and getting something in the fresh water intake — the filter must be checked each day — are also common dangers. Charts are said to be out of date and inaccurate.

One of the compensations for the hard work and risks to boat cosmetics are the people. Those who operate the commerical barges, called *peniches*, are very friendly and helpful, even though they are in a dying business and always have the right-of-way. The *mobylettes*, women who guide boats through as many as a dozen locks by riding ahead on motorbikes, were generous with advice about services and facilities. Even the sometimes thoughtless lock-keepers usually responded to requests to slow down the flow of incoming water in order to protect topsides.

The best stop of the Benesh's trip was the Port de Plaisance de Paris Arsenal, near the Bastille. Their planned two-week stay turned into a month. (Readers might remember that San Rafael's Jim Crittenden recently wrote that the summer his family spent aboard there was one of the best of their lives.)

For tying up at night there are basically three options: The *peniche* moorings posts, if one is free. To trees, which is supposedly illegal but done by all the *peniches*. If these two options are out, you must resort to dragging out a big steel mallet and driving a 5-foot steel mooring stake into firm ground.

Sounds like fun to us. The best time of year is said to be September and October, when the weather is still good but the vacationers and rental houseboats have departed. By November it's possible to have ice on the decks and by December some boats get stuck in ice and need to be trucked to the Med.

The limitations of the four routes are as follows:

The Marne Route is 863 miles and includes 147 locks. Max draft is 5'10"; max height 11'7".

The Bourgogne Route is 807 miles and has 238 locks. Max draft is 5'10"; max height 11'2".

The Canal du Centre/Bourbonnais Route is 817 miles long with 176 locks. Max draft is 5'10"; max height 11'7".

The Nivernais Route is 854 miles long with 245 locks. Max draft is only 3'11" and max height is only 8'10".

All four routes share approximately the first 150 miles and the last 350 miles.

— *latitude 38*

Kialoa II — 73-Foot Ketch
Frank Robben
Japan & Korea
(Berkeley)

With a tinge of regret, I realize my adventures here in Japan are coming to a close. Thus I have begun preparations to return to San Francisco with *Kialoa II* in August. I need crew to help bring the boat back, and encourage anyone to consider joining me and *Kialoa* for the 4,475 nautical mile passage. It will neither be a short or easy sail. What makes it even more interesting is that there's a small possibility of encountering an unexpected typhoon during the first two weeks.

The best route appears to be heading north to latitude 40° and taking that almost all the way across. Further north would

CHANGES IN

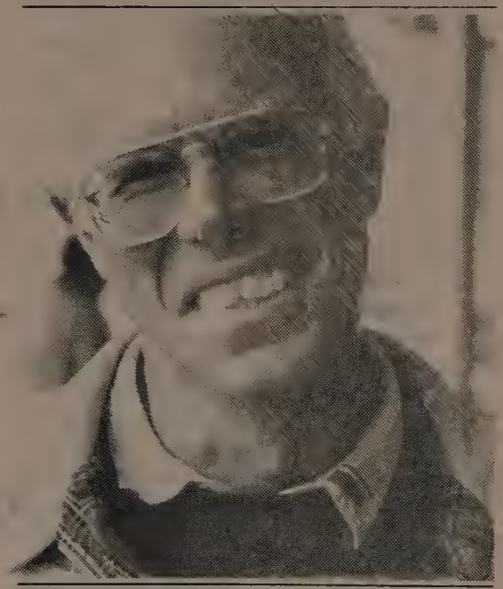
probably mean stronger winds, but also colder and rougher weather. At 150 miles per day (a 6.25 average), the trip would take 30 days; at 125 miles a day (5.2 knots), it would take 40 days. My estimate is that it shouldn't take more than 30 days.

I plan to leave Tokyo on August 12. If any of you or anyone you know might be interested in what should be a unique adventure, contact me immediately. My address is c/o Nissan Motor Co. Ltd., Engine and Powertrain Lab, 1, Natsushima-cho, Yokosuka 237 Japan. My telephone number is 81-468-62-5162. My fax number is 81-468-66-0472.

Japan is a most interesting country to explore. Anyone planning to join me for the trip home might want to come early and tour Japan. The Japan Railroad Pass is a bargain, and it is possible to travel here fairly inexpensively if you stay in small hotels and eat simple Japanese food.

I plan to paint and repair *Kialoa* in San Francisco, then return to Hawaii and charter there. I'm looking forward to some week long charters, sailing school activities and perhaps some whale watching in the Islands. I also hope to make a longer trip to Polynesia.

Having lived and worked here in Japan for a while, I have made many observations regarding the Japanese people and life. Because science and engineering are rather international in character, my colleagues here are in many ways similar to an American group. Nissan had me start two experiments using laser optical techniques; one to measure the temperature of the air-fuel mixture in the cylinder just prior to the arrival of the flame, the other to measure the turbulent velocity of the air in the cylinder by photographing the motion of small particles of gas. I am helped by two younger engineers, each of whom has learned from me and will carry on the experiments after I leave.



Frank Robben has an interesting proposition for those of you looking to make a long, long ocean passage.

The engineers, Tomo and Ben, know English fairly well and take care of the language problems. They also work on other projects and are quite competent. They have helped me a lot with personal tasks and have been very kind. Most of the engineers and technicians work quite long hours and seem to truly enjoy their work. Managers such as my boss work incredibly long hours, claiming it is their "hobby". Most arrive before 9:00 a.m. and leave between 7:30 and 10:00 p.m. I'm told that in the engineering sections where they do the real design and testing, it is not uncommon for workers to stay until almost midnight. There is no overtime.

In general, the work is quite pleasant and my colleagues friendly. While they laugh and joke quite a bit, they do not engage in much chit-chat, nor do they complain about life, work or colleagues.

The work is not carried out particularly efficiently, nor does it seemed to be designed with that in mind. It causes me to reflect on their ability to turn out high quality products at lower prices than we do in the United States. Our design and production organizations must be incredibly inefficient.

The working conditions are a bit primitive. In my section about 100 engineers and staff are crowded into one large room. There is not much secretarial support; managers, for instance, type their own letters and answer their own telephones. There are no personal secretaries, not even for third level managers.

To my surprise, Japanese engineers with Bachelors or PhD degrees earn somewhat less than their American counterparts. I believe this is also true for the technicians and assembly line workers. The top management, such as executives, directors and vice presidents, earn much less than their American counterparts, and

there is a steeply graduated income tax, topping out at 60% for incomes of $200,000/year.

Living costs, particularly food and housing, are much higher in Japan, and the Japanese seem to spend a smaller fraction of their income on housing and food. Thus their material standard of living appears to be well below that of the United States. In suburban areas — and even central Tokyo — there are many older homes that look like shacks by our standards, with rusting corrugated iron roofs and sides, little piles of goods stacked outside, including washing machines and other equipment. In the area where I live, there is such a mixture of gardens, shacks, apartment buildings, Shinto temples, enormous high tension powerlines, railroad tracks, narrow streets — it's all so complex, pleasant and interesting. But in general, the Japanese live more simply and save more money.

They do, however, seem to like quite classy cars. The two younger engineers I work with have racy Nissans not available in the United States. These have two liter, six cylinder turbocharged and intercooled engines that redline at 7,500 rpm and develop almost 200 hp. That's a very powerful two liter engine for a production

LATITUDE/RICHARD

Big and rugged, 'Kialoa II' has many ocean crossings to her credit.

street car!

While Japan has become highly Westernized, there are still strong remnants of the old Japanese culture. For example, there remains a strong belief in a hierarchy of society. Although it is not part of our European tradition, we Americans place a much higher value on equality. The Middle Age European traditions were also strongly hierarchical, but with important differences from the Japanese values. It's been the differences that have allowed Japanese society to remain relatively stable with long periods of relative internal peace and prosperity. On the individual level, it has allowed their people to be reasonably happy and content, seemingly more happy and content than their contemporaries in western cultures.

My long term future plans for *Kialoa* depend on the approval of an oceanographic research project for a former research colleague. If it comes through, and we should know by December, we would begin work in May of 1993 based in Faroe, Portugal.

— frank 5/16/90

Readers — For those hardy souls out there looking for a major adventure, the offer of a crew position from Japan to San Francisco might be just what you're looking for. Since he's owned Kialoa, Frank has sailed her to Mexico and back and Hawaii and back several times, as well as raced her from Hawaii to Japan. Although there are no guarantees of an easy or pleasant trip, it's something that might well be worth looking into.

Serendipity — Flicka 20
Michael Leonard
Sea of Cortez
(Tucson)

Greetings from Martini Cove just outside San Carlos Bay, mainland Mexico. After a couple of months sailing around Baja, this place seems like the big city.

The adventure started when my long-haired 15-year old son, Chris, and I trailed my Flicka from Tucson to San Carlos early this March. The facilities here are excellent; the launch ramp has five feet of water at low tide, seven feet at high tide, and there are docks. Provisions and ice are just a short walk from the marina.

San Carlos is becoming polluted with non-sailor and non-boating types, but if you avoid the discos and Yuppie traps you won't know you're at the last American outpost south of the border.

If you do trailer a boat down the highway, be advised that it's a four-lane divided road the entire way. It's like an American highway without the traffic.

Once we got sailing and to the Baja side, we turned left at Conception Bay bound for Partida and Baja Ha-ha. I would say the trip was uneventful, but if any of you have ever sailed with a teenager who'd rather be home watching MTV and raiding the refrigerator, you'll know better. Fortunately for me, my luck changed in Agua Verde when we met up with the Columbia 28 *En Sueno*; they had *three* teens aboard. (And I thought *I* was crazy!) Since both boats were Ha-ha bound, we sailed together, much to the teens' delight.

Sail Week was a gas! I had a lot of fun and met plenty of people. Those who don't recognize my name might remember me as the guy with the guitar singing the crazy songs. By the way, I'll take this opportunity to thank all the people who came to the dance on Friday night, and to thank Vicki of *Abracadabra*, who I owe half a bottle of rum to for her part in the sand sculpture.

After Sail Week, our plan had been to head for Mazatlan, But the desire to stay with new friends and the lure of Baja convinced us to cruise the area between Escondido and La Paz. My #1 son and I, having spent plenty of time there, have decided that the best anchorages are Los Gatos, Danzante, Agua Verda and Conception Bay.

While in Baja we speared a lot of fish. Chris was relentless and once caught a big triggerfish barehanded! Then he caught a four foot trumpet fish barehanded. He got so good at fishing that folks would literally tell him how many of what kind of fish they wanted and he'd usually be able to deliver!

I also found that the best way to break the ice with other cruisers is to stop by with the dink and invite them to a potluck on the beach. We had at least a dozen such potlucks, meeting lots of nice folks and getting to eat something besides my own cooking. I may know how to reef the main and know how to use the sextant, but I've been a single man too long and was lost without my microwave and freezer.

Our adventure is now winding down; on June 1 *Serendipity* will have gone back

on her trailer and north to Tucson. I'll be back at work and my son in high school. Then I'll be back to Baja with a big difference; I won't have to return!

Some folks have requested the words to my 'Sail Week Song'. Here they are, to be sung to the tune of the *Beverly Hillbillies*:

Cruising in the Baja is where I wanna be
Lots of friendly people everywhere I meet
We're sailing to Partida, we're gonna have some fun
Meet lots of friendly people, we're gonna drink some rum

The people on the beach, they party 'til dawn
Lots of crazy contests, the folks are having fun
I know I'm coming back next year to this locality
Lots of friendly people and great company

Now sit right back, relax and work on your tan
Or find a shady spot and drink Tecate from the can
I know this cruising life is just right for me
We're sailing into the sunset, bound for Tahiti!

The song was repeatedly performed on the beach by the Dollar Three Eighty Baja Marimba Hare Krishna Blues Band.

P.S. If any of our friends are passing through Tucson, you'll always be welcome at my house.

— michael 6/4/90

Topaz — C&C 38
Bob Peterson & Fay Ainsworth
Lyon, France
(San Francisco & Seattle)

[Editor's note: This Changes *continues from last month.]*

Part of the fun of the cruising lifestyle is meeting other sailing vagabonds and exchanging information — and often times later on being able to share anchorages and adventures while migrating around the world. Those who have cruised know that kindred feeling; probably quite a few have also experienced those special times when they've been invited as guests for a sailing holiday aboard a fellow vagabond's yacht.

Delos, center of the ancient world, is just around the corner from Mykonos, center of the modern hedonistic world.

This happened to us in 1989 when our Sausalito friends, Bud and Diana Gilson, invited us aboard their Tayana 55, *Diana*, for the trip from Rhodes, Greece to Mamaris, Turkey. We'd wanted to visit Rhodes, but didn't relish the idea of having to motor *Topaz* upwind to regain the northing needed to sail across the Aegean at a favorable angle. So while safely moored in the new Mamaris Marina, we discussed taking the ferry from Turkey to Greece in order to visit Rhodes. But since the Gilsons, who had already decided they were going to make a four-day cruise to Rhodes on their own boat, invited us along for a little R&R, our problems were solved. They didn't have to ask us twice, and it turned out to be one of our best memories of 1989.

In addition to getting a free ride with great friends, we figured we'd get off light because only the Gilsons would have to deal with the bureaucracy. In Turkey the yacht name is officially written on the captain's passport; that name must officially be removed before that captain can leave the country without his vessel. As it turned out, Bud had to make a new crew list, which ultimately required that I get the gibberish encumbering *Topaz* removed from my passport! Naturally, nobody spoke English except for a kid from the tourist store who was commandeered by the Immigration Police to translate. *Diana*'s revised exit paperwork so befuddled the official that he finally ripped up the original and started the process anew. Bam! Bam! Bam! After a little stamping we could all leave.

Rhodes is one of those islands that beckon tourists like the Sirens beguiled Homer. Mandraki Harbor is surrounded by the walls of an old fort; legend has it that the Colossus of Rhodes statue guarded the entrance with one leg astride each side. In July the yachts were rafted three deep, yet *Diana* found a choice spot stern to the main quay right next to town. Between exploring the walled city of the old town, wandering the labyrinth of cobblestone streets and finally driving south to the picturesque artist's haven of Limnos, we couldn't have enjoyed a more marvelous holiday.

Once back on *Topaz*, our Turkish

LATITUDE/RICHARD

exploring took us from Marmaris to Bodrum to Kusadasi, with the number of ugly, box-like tourist housing increasing the further up the coast we went. Once at Kusadasi Marina, we left *Topaz* to travel by small bus to Izmir, and from there by ferry to Istanbul. Imagine seeing the skyline of Istanbul at dawn, where Asia and the East join Europe and the West by the Bosporus Sea! The dome of the Hagia Sophia, the seven minarets of the Blue Mosque, hearing the wailing pre-dawn prayers, the aroma of the spice-scented, narrow, twisting streets of the Grand Bazaar, dodging the never ending throngs of people and traffic — all were part of Istanbul's never-to-be-forgotten assault on our senses.

After four wonderful days, we flew back to Izmir where we were greeted at 10:30 p.m. by our mini-bus driver. He had faithfully waited for our delayed flight to arrive. Although he spoke no English, he was most attentive during the two-hour drive back to the Kusadasi Marina.

Clearing out of Turkey, we picked up our Greek Transit Log at Pythagorea on the south side of Samos. Greece was a major contrast to Turkey in that there was a pleasantly surprising amount of Western goods available. And as we island hopped west across the Aegean, stopping at Ikaria, Mykonos, Delos and Siros, we couldn't help but marvel at the tenacity of the Greeks that's been necessary to maintain lifestyles that have changed little over the centuries.

Most of the way across the Aegean and not far from Athens, we anchored at Sounion Bay amidst more than 40 charter boats. Towering above us was a sight right out of Greek mythology; the well-preserved Temple of Poseidon that was built around 444 B.C. When the wind picked up later in the afternoon, we moved to a more isolated anchorage from where we watched the sun's dying rays turn the temple's remaining columns gold.

The next morning we sailed past bustling Athens to Zea Marina in adjacent Piraeus, perhaps the best place in Greece for yachts in need of repair. Our radar, for example, was easily fixed in just 30 minutes, an electronic feat that had stumped the reps ever since the Sultanate of Oman. A big, modern city, Athens was shopping heaven after so many months of trying to find things in Third World countries. The views from the Acropolis and Parthenon were superb and Zea Marina was so safe we were tempted to winter there . . . but somehow the magnetism of France continued to draw us west.

A much-discussed episode in any transit of Greece is the famous 3.2 mile Corinth Canal that was built in 1893 to eliminate the necessity of making the 180-mile passage around the Peloponnesus peninsula. Transit costs are $25, $50 or $67 *per mile* depending on the tonnage of the yacht. A straight cut through 250-foot high multi-colored sandstone cliffs, it's certainly the most visually impressive canal we've ever transited. It's just 23 feet wide, less than twice the beam of *Topaz*. We marveled at the blue paint scrapped along both sides of the canal by some hapless small ship that had gotten stuck several months before.

After our canal passage, the wind began howling from the east, so we enjoyed a downwind sail through the Gulf of Corinth to Trizonia Island and the Gulf of Patras, then north into the Ionian Sea. It's on the Ionian coast that the landscape changes from rock-hewn slopes of brown and grey to a jewel-like coast and islands covered in pine trees. Both the Ionian Peninsula and the islands of Skorpios (made famous by Jackie O), Levkas and Cephalonia were all uncrowded and beautiful.

It was now mid-September and — since we'd cancelled our reservations at both Larnaca and Kusadasi — high time to find a winter home. So we continued west, around the southern tip of Italy, braving the whirlpools in the Straits of Messina as we passed between Sicily and the mainland. At sunset we motored by the 3000-foot smoldering volcano of Stromboli, which in Greek mythology was described as "the lighthouse of the Mediterranean".

COURTESY TOPAZ

The Corinth Canal — a mere 23-feet wide!

Agropoli, a small town rarely visited by foreign yachts, was our first stop in Italy. Although there was nobody at the small harbor — which is at the base of a cliff crowned by a 13th century walled city — to check us in, we nonetheless received a warm welcome. We were startled to find the streets in the new section of town adorned with Old Glory in celebration of something or the other. But since we spoke no Italian and they no English, we never did find out what the festivities were about.

As we were in Italy, we could not miss the ruins of Pompei and Herculum near Mt. Vesuvius, so we sailed to Salerno. We felt lucky to find a berth at the Salerno YC so we could spend the next four days touring. Deciding to get a slip in Italy involves a real dilemma; the scuttlebutt is that they're necessary for security, but they're also very expensive. When we asked the dockmaster "Quanto?" in our best Italian, he merely smiled to indicate that as honored foreign guests there would be no charge.

The beautiful offshore islands of Capri, d'Ishcia and Ponzia all have spectacular coastlines and are inaccessible except by boat. But the harbors are terribly crowded; we couldn't even get into the packed harbor at Capri. When you can moor, the $2 buses are great values for touring the interior. From there we traveled to the Nettuno Marina on the mainland, about one hour from Rome. Each day we 'commuted' to see St. Peter's Cathedral, the Vatican, the Coliseum, the Forum and the other historic ruins of ancient Rome. You can, however, get your fill of everything. If you will pardon the pun, by then we were 'ruined' by ruins.

Our last island stop for 1989 was Elba, from which we tried to hurry in order to beat the first winter weather. No luck. A storm trapped us there for five days before we made our last overnight sail of the year to the south coast of France. It was on October 12 that we tied up in Nice, where *Topaz* rested until March 20 of this year.

Having harbor-hopped from Antibes to St. Tropez and Toulon during the affordable off season this spring, we motored *Topaz* into Port St. Louis at the mouth of the Rhone River. With the dropping of her mast, she quickly became a powerboat; surrounded by 20 steel-belted radial tires to combat bashing barges, we headed her into the Canals of France.

COURTESY TOPAZ

The Levikas Canal, the poor man's Corinth Canal.

Details on that trip in our next installment.

— fay & bob 4/14/90

Hawaiian Eye
Carol Post
Waterfront Postal Center
(Keehi Lagoon, Honolulu)

Pearl Song, a 36 foot steel boat designed by Brent Swain and finished by owner Will Newcombe, arrived in Hilo on April 28 after a Canada, California, Mexico and Hawaii trip. The crew included J, Chantal, Kiowna and Kael Lalonde. Their favorite stops were Bahia de Los Angeles (way up in Baja), Melaque (mainland Mexico) and Hilo. Next stop: Canada, perhaps by way of Alaska and the Inland Passage.

Jack and Alma Hughes report they left Los Angeles in November of 1973 aboard *Alma de Libertad*, their Cal 2-46, and have since sailed to Mexico, El Salvador, Nicaragua, Costa Rica, Panama, the Galapagos, Marquesas, Tahiti, Samoa, Tonga, Suvarov/Cooks and Palmyra before pulling into Hawaii last August. They are now bound for Seattle, Canada, Alaska and Mexico, although they are on their second attempt to make it back to the mainland.

Owner Eric Moore and crew Mike Moore, Jim Dorton and Lyn Dorton left San Diego on June 7 aboard the Brown Searunner 40 trimaran **Sea Dragon**. The Honolulu-based boat arrived on the Big Island 21 days later and is now headed for Palmyra, Samoa, Tonga, Fiji and New Zealand.

Richard and Theda Morris of Leonidas, Michigan took the long route to Hawaii aboard their Jeanneau 30 **Folie Douce**. Departing Miami in December of 1987, they've since been to the Bahamas, Haiti, Jamaica, the Panama Canal, Galapagos, Marquesas, Tahiti, Moorea, the Tuamotus and arrived in Hawaii in November of 1988. Asked about their favorite spots, they reply, "We loved them all!" True cruisers. They're now headed for Palmyra, Samoa and points west.

It's not clear when Bor Barbour and Sally Vennel left their homeport of Los Angeles aboard their homebuilt Robert's sloop **Sunbar**, but they covered a lot of ocean since that time. They've visited almost all the South Pacific as well as New Zealand, Australia and New Guinea. Their summary: "All of it was good in different ways, but the Queensland coast of Australia had the best combination of good anchorages, fishing, diving and access to resort decadence when required." The couple is now about to depart for Port Townsend.

About to head to British Columbia are N.S. & Pam Smith aboard their homebuilt Endurance 45 ferro schooner **Laughing Jade**. Starting from England in 1984, they've been to England, Brazil, South Africa, Fremantle, Queensland, New Zealand, Vanuatu, Fiji, Tonga and Hawaii. Arriving in the Islands in March, they warn of their route, "Don't do it, it's a masochist's trip." There are indeed 'wrong' — or shall we say 'windward' — ways around the world.

— carol post 6/15/90

Cruise Notes:

Welcome home! As of mid-June, Jack and Lura Francis of the Stockton-based Westsail 32 **Tamarac II** were in San Diego headed back up the coast for home. Home not just from a season in Mexico, but from a five-year circumnavigation. Friends of the Francis' have announced that a big homecoming party will be held at the Stockton Sailing Club sometime after July 15. A large group is expected; if you're interested, you're invited. Those wanting to contribute can either serve on the phone committee or bring refreshments. Call Joyce or Norm Harris at (209) 477-

9286 for details.

Gorby came to San Francisco in early June and **Boris**, the tropical storm with the Russian name, visited Mexico a few days later. The second tropical storm of the season, Boris peaked out at about 55 knots while meandering northwest some 700 miles off Cabo San Lucas. Her only real effect was to dump an inch of much-welcomed rain on San Diego. The second week of June saw tropical storm **Christina** form and fizzle well off the coast of Mexico. With three tropical disturbances in just two weeks, the early Eastern Pacific hurricane season has been busy. So far the Atlantic has remained quiet.

The tragic news out of Mexico is that **Chanelle**, believed to be a 28 to 35-foot sailboat, went up on the west coast of Baja five kilometers south of Ascuncion on June 4. Two bodies were found in the surf; another two persons believed to have been on board are missing. While details remain sketchy, it's believed it was not a U.S. flag vessel but perhaps French.

A lot of you folks have probably been sitting up at night, unable to sleep for wondering what cruising race *we'd* really like to do. So we'll tell you. Without a doubt, it would be July 28th's 600-mile **Darwin to Ambon**, Indonesia Race, sponsored by BHP Petro, Toshiba and some radio stations. And if we went that far, it would only make sense to do one of the continuation races, be it the one across the equator to Bitung in the heart of Indonesia, or through the Flores Sea to Ujung Pandang. We'd probably opt for the former since "cash prizes will be awarded to the line honors yacht and handicap winners". We realize that most of you don't have your boats situated to do any of these races this year, but don't worry, they'll almost certainly be around in the future. This year's Ambon Race, which comes with a free but otherwise hard-to-get Indonesian Cruising Permit, is the 14th running; the race to Bitung is the third. If you decide to do the Ambon Race, realize that there's a Northern California tradition of excellence to be upheld. A few years back, Jim and Diana Jessie, members of the St. Francis and Oakland YC's, set a new course record with their Lapworth sloop, **Nalu IV**. For further information, write Darwin to Ambon International Race Committee, G.P.O., Darwin N.T. 5794 Australia. Or phone (089) 81 1700.

LATITUDE/RICHARD

If the Hawaiian legislature gets its way, you may have to obtain a permit before anchoring to have this kind of fun.

More from that fascinating part of the world. **Bougainville Island**, Papua New Guinea, was the featured spot in the June installment of Robert Hodierne and Lisa Shepard's *Sake Run*. In a footnote we warned that the huge Australian-owned BCL mine on the Bougainville had been closed because of violent local opposition. The situation deteriorated further on May 17 when the island declared unilateral independence from Papua New Guinea, which refuses to recognize the declaration. Realizing the potential danger to foreign visitors, the government of PNG issued the following *Notice to Mariners*:

"Overseas vessels are advised to stand clear of the islands of Bougainville and Buka and to remain outside of territorial waters extending 12 nautical miles from the coast of Bougainville and the immediately adjacent island but excluding Solomon Islands Territory, and excluding the groups of islands or atolls known as Feni, Green Nuguria, Carteret, Mortlock and Tasman. Any vessels entering waters adjacent to Bougainville or Buka will be subject to stop and search powers. This advisory will continue for an indefinite period."

You can still take the 'Sake Run', but by all means, give Bougainville a reasonable berth until the situation has stabilized.

Is Hawaii's Departments of Transportation and Land and Natural Resources planning to **prohibit the anchoring of boats along Hawaii's shorelines**? According to the *Conscience of the Ala Wai* newsletter:

"The Hawaiian Navigable Waters Preservation Society thinks so and has organized a legal body to prevent it from happening. Hawaii's shortage of harbors makes it mandatory that shorelines be kept available for anchoring for pleasure and for riding out storms."

Sailors willing to lend financial as well as political support should write the H.N.W.P.S. at 4 Sand Island Road, #34, Honolulu, HI 96819.

That's not the only threat to sailing in the Islands. A **Keehi Lagoon** Advisory Committee has been formed to counsel the state on the needs and concerns of Keehi Lagoon boaters. Currently the primary concern is the state's controversial plan to eliminate all anchoring in the lagoon — which for years has been the only long term free anchorage in the Islands — in favor of mooring buoys that require permits.

There's trouble **ashore at Keehi**, too, after the marina, boatyard and nearby buildings were purchased from Frank Rice by a young Japanese man with big ideas. According to Carol Post, Rice was led to believe that the property and businesses would continue as before. When he later learned that the new owner wants to pour many millions into the facility to develop a luxury tourist/convention center, he angrily said he'd have never sold. Post reports that she is having to get legal representation in order to enforce the five-year lease she has for her the **Waterfront Postal Center**; the new owner has told her that she'd have to vacate, her lease notwithstanding. We'll keep you posted, if you'll pardon the pun.

Capt. Eric Jorgensen, longtime harbormaster at Las Hadas in Manzanillo, writes "I am now at Marina Palmira in La Paz, ready to offer the best services to your and your guests". Marina Palmira is the new California-style marina on the outskirts of La Paz; it is also home to a charter fleet of both bareboat and crewed sail and powerboats.

Jack London's words to travel by:

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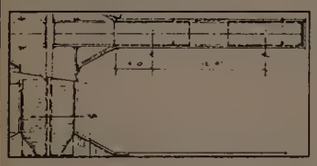

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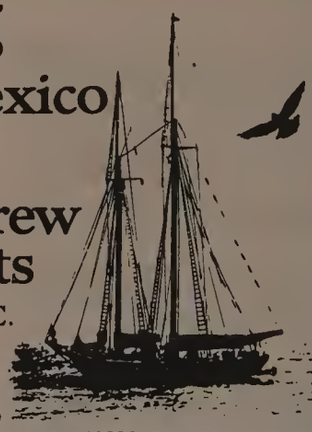

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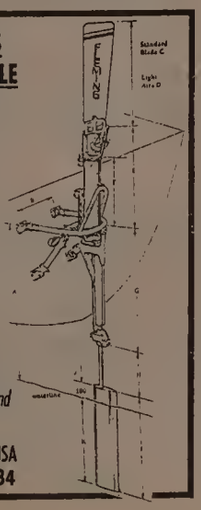

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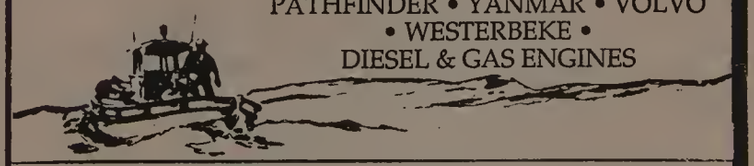

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CONTESSA 26, 1979. World class pocket cruiser, inboard diesel, windvane, spinnaker, genoa, jib, main, VHF radio, DS, knotlog, compass, stereo, much more. Four berths, enclosed head, hanging locker, icebox. One owner. $14,750 offer. (415) 489-7644 night; 887-5656 days.

26-FT "GO ANYWHERE" CUSTOM CUTTER, 1980. Immensely strong and seaworthy. F/G hull, 1986. Yanmar diesel, windvane, AP, good ground tackle, dinghy. If you are going offshore, consider this vessel. (916) 296-4132.

29-FT ERICSON. Excellent condition, VHF, stereo, battery charger, pedestal steering, anchor, barbecue, Atomic 4, custom teak, sleeps six. $22,500/offer. (415) 341-7861 after 6.

CORONADO 27, 1972. Excellent. New: Mast, boom, sails, standing rigging, compass, 10hp Yanmar diesel. VHF, KM, DS. Just hauled; bottom, zincs, prop, rudder bearings, hull valve (ball), thru hulls redone, keel rebedded. Berthed Vallejo. $15,000. (707) 553-1861/(916) 644-1785.

PEARSON 28, 1986. Great Bay cruiser; excellent condition; Pearson quality. Fully equipped: main; 2 jibs; Lewmar winches; dual batteries/charger; dodger; stereo; radio; AWI; WS; KS/log; DS; diesel; wheel steering; hot water; shower; sleeps 6. Sausalito berth. Owner motivated. Nothing down & assumable loan. (415) 331-8366.

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CATALINA 27, 1985. Relocation forces sale. Excellent condition. Diesel 14hp. 110 jib and 150 genoa. Fully equipped. DS, KM, VHF, tiller pilot. See in Sausalito. $18,000/best offer. Call collect in Atlanta, (404) 840-0936.

NEWPORT 30 MKII, 1974. Originally built as a boat show display boat, *"Rigadoon"* has been well maintained and has lots of extra teak. In excellent condition, with a recently rebuilt Atomic 4, new cushions, more. Never raced. $22,500. Call (415) 364-5970, 948-6803.

31-FT RIVAL (British) F/G sloop. Lloyd's. Volvo diesel. Aeries vane plus Autohelm. VHF, depth, Brooks & Gatehouse speed/log/wind. Sestrel steering, handbearing compasses. Walker log/KM. 10 sails, 6 unused. Maststeps. Interior just painted white/teak varnished. $27,900.Call (916) 575-0640.

ETCHELLS 22 #275 w/galvanized tandem trailer and full blue cover, race rigged and ready with extra sails, can be seen in Obexers Marina, Homewood (Lake Tahoe) dry storage. Asking $12,500. Call Billy at (415) 441-0380, or (916) 581-1523.

J-29. Race ready. 10 sails, 8hp Evinrude o/b, actively raced and cruised on the Bay. The only English built boat on the West Coast. Unique and comfortable interior arrangement, galley sink & stove. The J-29 is an exciting boat to race, the fleet will challenge your racing skills, yet with spacious decks and cabin it's a fun boat for casual sailing or weekend cruising. The boat has placed 2nd, 3rd, and 2nd in YRA season championships. Join a great fleet. Great deal, low or no money down. $32,000. Call Andy 641-8323.

29-FT CRUISING SHARPIE. Cat yawl rig. 16 in. draft. A real Delta gunkholer. Prototype of Skillygallee design by Phil Bolger. Awning, stereo, swim ladder, 2 anchors, stove, lights, pumps, head, 9.9hp Johnson and more. $11,900. (415) 674-9518.

EARLY MERITS ARE BETTER. Merit 25 *"Dos Equis"*. 13 sails, excellent condition. $11,500. Home: (415) 524-3467, work: (415) 345-7200, Garrett.

MACGREGOR 25, 1981, w/trailer, 5.5hp Johnson, 150% genoa, reefing, marine radio, compass, KM & head. $52,000. (408) 225-8312.

29-FT CHINESE JUNK sailboat from Hong Kong. All teak with mahogany frames. Comfortable liveaboard, has paintings inside and teakwood carvings inside & out. $5,500 or b/o or trade for 15'-18' power boat w/running motor & trailer and cash. (415) 795-6228 w/message phone.

30-FT CLIPPER MARINE, 1975, F/G sloop. 9.9hp Honda, A-1 cond. KM, ship-to-shore radio, Lowrance depth/fish finder, compass, porta-potti, new dodger and Delta canvas, trailer. Berthed Vallejo. $12,500 b/o. Robi, (916) 489-5840.

SANTA CRUZ 27 *"Racy Lady"*, twice national champion, 1976. Totally re-outfitted 1989, new LP hull, 16 bags of sails, 3 new 1989, all Ullman, Olson 30 o/b bracket, 1989 4hp Evinrude. Located C.I. Harbor. $11,900. (805) 484-9717 after 9am.

CATALINA 27, 1978. Atomic 4 inboard just rebuilt. Sausalito berth, VHF, DS. Great starter boat for the Bay. $10,000 or best offer. (415) 442-1138.

HERESHOFF DESIGN CHRYSLER 26 (late model), EZ Loader trailer, swing keel, 10hp outboard with inboard controls, electric start, 4 sails, 6' headroom, galley, head, sleeps 6, active fleet. Price reduced for quick sale. $9,950. Call (916) 933-2497 (evenings).

28-FT BRISTOL CHANNEL CUTTER, 1987. 125 hours on diesel, DS, Micrologic Loran, etc. Monitor windvane, AP. Tanbark sails, full batten. Full canvas all new. This boat is cruise ready. $79,000. (619) 371-1754.

HUNTER 27, 1980, excellent condition, fin keel, diesel, wheel steering, 4 sails, VHF, Datamarine Digital KM, log, DF, propane stove, teak sole, 8 opening ports, internal halyards led aft, fast, roomy cruiser, Alameda. $16,500. (415) 932-4846, (415) 865-1035.

31-FT BOMBAY CLIPPER cruising sloop, 1978. F/G, dsl, 6'1" hdrm, 11' beam, 3'5" draft, full keel, wheel, DF, radio 1978, stainless rigging, 3 sails, orig. owner, possible liveaboard, San Rafael berth $100/mo. Good cond. Reduced to $26,000! (707) 935-3593.

PACIFIC SEACRAFT 25. Full keel, sloop rig, tan sails, Yanmar dsl, VHF, DS, teak interior, head, full galley, sleeps 5, Berkeley berth. This is a sweet Bay boat. Moving to the country! $13,000 or b/o. (415) 655-9713.

ERICSON 30+, 1984. Fast & classy lady in great shape. Wheel, CNG, depth, roller furling, KM, main, genoa & flasher, VHF, AM/FM/tape, stove, oven, shower. Bet you'd love me. $39,500 or make offer. Call (916) 961-6666.

25-FT NORTHSTAR 500, Sparkman & Stephens racer/cruiser. Great looks. Atomic 4 inboard. Fully equipped, full set of sails, solidly built. Must see to appreciate incredible steal at $7,800. Call Dan at (415) 388-0990.

31-FT VINDO 40 SLOOP, 1974. F/G w/mahogany cabin & interior, teak decks; sleeps 5; 7 sails; Volvo diesel; extensive inventory & electronics, many spares; fast, able, proven offshore design w/classic lines; superb craftsmanship, excellent cond. Asking $41,000 o/b/o. (415) 851-4347 eves.

RAWSON 30. Roomy F/G sloop built to last (1965). Suitable for liveaboard. Documented, battery charger, 3 jibs, refrigerator, F/G dinghy, 3 anchors, 400 ft of line, VHF/DS. New rigging. $15,000. (415) 221-4179.

ROSS 930, 31-FT, 1981. New Zealand Ultra-light, full race rigged, PHRF 102, 10 bags sails; main and Kevlar genny 1990, mint condition, full comforts, Kiri wood interior, 5'10" headroom, 6 bunks, owner getting larger racer. $28,000. Call (408) 372-2352.

ERICSON 29, 1972. Bristol cond., strong Atomic 4, oversize Barients, 8 North sails, battery charger, press. water, VHF, DS, KM, new running rigging, shore power, phone, Autohelm, dorade vents, etc. $16,000. 331-5716.

ERICSON 30, 1970. Exc cond. New Yanmar dsl, 3 headsails and main, dodger, nice interior, VHF, RDF, stereo, DS, new alcohol stove etc. etc. Great price $17,500. Call (209) 274-2627 after 7pm.

26-FT CHEOY LEE Frisco Flyer, F/G hull, full keel, fresh varnish, Volvo diesel, recent overhaul, 5 sails, dodger, VHF, DS, speedo, full cover and all accessories. A classic looker, sturdy and dry. $13,500. (415) 449-3382 or 830-9432 eves.

ERICSON 27, 1972. Excellent condition, new bottom, new cushions. Standing headroom, enclosed head, 3 headsails, tiller steering, 9.9hp o/b and Coyote Point berth. Asking $13,000. Call Dan (415) 375-2970 days or (415) 579-4443 eves.

CHANCE 30/30. F/G sloop by *America*'s Cup designer Britton Chance, built 1974 by Allied Boat Co. Sails beautifully, great boat for Bay & Coast. Four headsails, AP, Loran, VHF, wind, log, depth, heater, 2 Bayley suits. Leaving country. $20,500. (415) 456-7829.

30-FT ISLANDER BAHAMA, 1979. Full head and galley, pressurized water system, sleeps five, wheel steering, three sails, DS, KM, VHF, stereo, Volvo diesel, safety gear, cockpit cushions. Great family cruiser/racer. Avoid broker fees. Only $25,000. (408) 842-3319.

O'DAY 222, 1986 w/trailer. Unbelievable equipment list and extensive upgrades. Outfitted for family cruising/PHRF racing. Impressive itinerary/race record. Excellent trailerability for first time owner. Exceptionally maintained. Must see to appreciate. $9500 b/o. Phone (415) 797-5325.

GULF 29, 1984. 18hp dsl. Extra pilot station in cabin. Lapper & self-tending sail & rig. DS, VHF radio, cockpit cushions. Excellent condition. Sausalito. $29,000 by owner. (415) 924-8310.

MODIFIED H-28 (30-FT). Great liveaboard/cruiser, well maintained. Teak cockpit, varnished cabin. New bottom paint. Excellent condition! $24,500. (415) 849-1766.

MIRAGE 26, 1980. British built. Widow must sell. Bristol condition. Cruise/liveaboard. 15hp diesel, '87 furling, dodger, spinnaker. All electronics, Loran, AP. Head, stove, oven. Much more. Varnished mahogany interior. Sleeps five. Complete sailaway. Everything goes. Brisbane Marina. $16,000. (415) 349-5567.

ISLANDER 28, 1978, Atomic 4, wheel, teak interior, great Bay boat, exc condition, Emeryville berth. See this one first! Priced to sell at $18,950. (415) 654-3992.

ERICSON 29, 1970. Clean, top shape, race or cruise. Tiller or wheel, spinnakers and good sail inventory. Atomic 4, anodized mast, many extras. Coyote Point berth. $16,800 or b/o. Call (415) 591-8998 days, (415) 347-4987 eves.

CHEOY LEE OFFSHORE 27, 1970. F/G, Volvo dsl, full keel, wheel steering, teak decks, ship/shore radio, DS, roller reefing, furling jib, galley, cabin heater, etc. Good coastal, Bay or Delta. Located Emery Cove Marina, berth D-35. $14,000. Ray (415) 668-2423.

ERICSON 27. 30hp Universal needs work; otherwise, excellent condition. Main, 150, 110, 95, spinnaker, storm jib, 2 anchors, stove, ice bin, toilet, VHF, DS. Steve (415) 326-1700, John (415) 935-4800.

COLUMBIA 26 MKII, OMC Saildrive, 4 sails (dbl. reef main, 85 club, 110, 170 reacher), new running rigging for singlehanding, DS/VHF/KM, 2 batteries w/charger, stove, enclosed head. Hauled, painted, surveyed 2/24/90. $9,750. Call (707) 745-3471 after 7:00pm.

LAST CHANCE: 26 Excalibur sloop, fiberglass, 1968. No frills but solid, proven Bay boat. Needs minor work, but ready to sail. Great first boat. Price dropped to $3,500--must sell! Call (415) 332-1419.

CATALINA 27, 1977. A great boat! New dodger (cockpit & stem), headsail furling, AP, VHF, DS, shore pwr, stereo, outboard. $12,950. Call (408) 923-2406.

CAL 29, 1969. Very clean. Rebuilt Atomic 4, recent overhaul. 90, 110, 130, spinnaker, folding prop, swim ladder, stereo, KM, DS, compass, VHF, blister free last haulout, sleeps 6. Great Bay boat, race winner. Asking $11,500. Call (415) 528-2301 eves.

30-FT HIGH PERFORMANCE CRUISER. 1982 Hullworks built, double spreader rig by Ballenger, Yanmar diesel, VHF, KM, DM. Beatifully trimmed in teak with Brunzeel interior. Small class racing from Santa Cruz slip. Price reduced to sell. (209) 545-2583.

30-FT ERICSON. Spacious headroom, fine wood and brass. She features: new Loran, VHF, clock, barometer, battery and head. Healthy rebuilt engine. Spinnaker w/pole. With SF berth. Can partially finance. We've bought a bigger boat. $16,750. 563-2691.

ISLANDER 30 MKII, 1973. Clean boat. KM, fathometer, VHF, wheel steering, Palmer engine, dinette interior, Emeryville berth. Two boat owner. Asking $20,000. (808) 935-0520.

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J-30, 1981. Excellent racer/cruiser. New racing bottom & newly painted mast. Yanmar dsl, 7 bags, Loran, Autohelm, knot/log, DS, dual compass. $31,500. Karl after 5:30pm (805) 643-4331.

YANKEE 30, 1970. S&S designed 3/4 keel featured In Oct. '89 issue of *Latitude 38*. Hull #3. New LP paint, Harken furling, North sails, Signet wind instruments, speed, log, DS, spinnaker gear, Bristol condition. Priced to sell fast. $16,500. (619) 295-2880.

OLSON 25: 1985 Santa Cruz built, hull #40. White with blue; excellent condition; only $13,500! Trailer available separately. Call (415) 383-8200 for details.

RANGER 26. Excellent condition. Recent survey & bottom paint. VHF, KM, lifelines, anchor, compass, 10hp engine, spinnaker rigging & storm sail, main & jib. All lines lead aft. $11,000 b/o. Call Warren 495-3491 weekdays or 383-9198 eves & weekends.

PEARSON ARIEL 26-FT, 1965. Fully loaded for cruising. Excellent condition w/6 sails, lazy jacks, all lines aft, 8hp o/b, new shrouds. VHF, depth-knot-log meters, inflatables, windvanes, dodger. Sausalito berth. $8,000. Jim (415) 388-5048.

26-FT POCKET CRUISER - Letcher designed *"Aleutka"* cutter. Custom, all fiberglass, teak trim and hatches, 6 sails, 8hp Johnson VHF, ground tackle and windlass. Many recent upgrades. Very solid, seaworthy boat. Saus. berth available. Asking $10,500 or b/o. (415) 331-9491.

ERICSON 27. Perfect racer/cruiser/liveaboard. Best berth In & SF area. Professionally maintained. $16,000 or b/o. (415) 386-6560.

ISLANDER 29, 1966. Classic F/G sloop. Excellent cruiser. 18hp Volvo dsl (400 hrs), 110/12v regrig. New: main, rigging, bimini, dodger, sail cover. Electronics and extras. Just surveyed: needs bottom work. Have estimates for repair. Must sell. $5,000. (408) 945-0607.

25-FT CHUCK PAINE DESIGNED SLOOP! Offshore proven (Canada/Mexico) ready to go (windvane etc.) Cold-molded cedar/mahogany using West system. Strong, safe, fast, reliable. Built to highest standards. Excellent condition. $13,000 or b/o. Derek 863-6587.

"SUMMERTIME DREAM." 26-ft Schumacher custom midget ocean racer; two time 1/4 ton N.A. champ; still winning races (GGYC mids; Vallejo). Rates 186; comes with trailer, 19 bags of sails, tons of other stuff. Way too many boats; not nearly enough time. $11,500. (415) 331-3134.

BRISTOL 27 SLOOP, good Bay boat, 4 sails, spinnaker, Loran, VHF, KM, 9.8 Mercury electric start, good condition. Many extras. $9,500. (415) 794-3385.

CAPRI 26 BY CATALINA, 1990. Change of plans forces quick sale at substantial loss. Huge 26 footer, great liveaboard cabin and efficient deck layout. Many options. Will deliver to Bay. $15,950. Lee (916) 891-8736.

25-FT CORONADO. '87 Johnson electric 9.9, shore pressure water, 110 refrig, 4 (110) circuits, DS, VHF, propane stove, microwave, great liveaboard, $5,500 or b/o. (707) 747-1740.

LANCER 25, 1977, shoal draft, dual axle trailer/brakes, jib & main, Honda 10, head In bow-no V berth, sleeps 4, stove & sink, must sell. Best offer $7,000 plus. Work (415) 332-2344 ext 2454, home (415) 927-4326.

FORSALE-TRADE-LEASE. Cal 230. 4 headsails, 2 spinnakers, 2 mains, wheel, VHF, DS, wind speed/direction, KM, 2 compasses, Atomic 4, 110/12 volts, man-overboard equip, clock/barom. Owner will help finance. $16,000. Jack London Sq berth. Mike (209) 869-3215.

30-FT US YACHT, 1982. Hand laid F/G. Very roomy interior. Proven coastal cruiser from Seattle. 14hp Volvo diesel. Solar panels, shower, hot water, refrig, teak interior. A lot of boat for $19,000 or b/o. Moving, must sell. Mark (415) 547-3029.

ALOHA 27, 1985, depth, knot fog, VHF. Harken roll. furling, 150 & spin. 10hp Honda o/b. $19,000 or best offer. (415) 366-3597.

22-FT FALMOUTH CUTTER, LOA 30-ft, Lyle Hess. Mini world cruiser. Spinnaker, diesel, propane, AP, furling, head, VHF, RDF, depth, knot, Danforth, CQR. Excellent condition. $27,000. (714) 682-4941.

31-FT CUSTOM WOOD SLOOP built in England 1959, new keelbolts 1989. Copper riveted-strong boat. Propane stove/oven. RDF, depth, VHF, Loran. Yanmar diesel. Asking $25,000. 456-8179.

DAWSON 26, center cockpit, 2 heads, sleeps 5, newly re-upholstered throughout. Main & 2 jibs like new. Jiffy reefing & all lines led aft. 9.5 OMC sail drive i/b. KM, DF, comp., VHF & stereo cassette. $7,000 b/o. (408) 356-2893.

J29. I don't have time to sail it so you should. Excellent condition. Many extras incl. 9 bags sails. Full berths, electronics, VHF and more. Active fleet. 8hp Evinrude o/b motor. No money down-assume loan. (415) 328-2408.

CASCADE 29, 1965. Excellent condition. Proven ocean cruiser. 25hp inboard. 6 sails, KM, sumlog, VHF, DS, AM/FM/cassette, stove w/oven. No reasonable offer under $13,000 refused. Must sell. Desire cash, will consider financing. (415) 932-4022.

CHEOY LEE OFFSHORE 27, 1972. Glass hull & cabin. Teak decks, trim and interior. Roller furling. Main selftending. Club jib. Dsl (low time). 4 sails. VHF, DS, speed & log. MOB equipped. New cushions and more. Clean, sturdy sailer. (415) 669-7120.

JEANNEAU 27, 1984. Shore power, 2 batteries, stereo, all electronics, full galley, toilet, 2 bags of sail, aft cabin and more. A beautiful French boat, comfortable, fast. Better than new! Hauled 6/90. $25,000 b/o. 648-0350.

CAPE DORY 25, 1979. F/G, full keel, brass portholes, teak cabin, o/b, DF, VHF. Very clean. $13,500. (415) 620-2830, 461-0510.

CATALINA 30, 1980. Dodger, cockpit cushions, Atomic 4, KM, DS, VHF, batt. chgr., 2 anchors, ker. stove/oven, Force 10 htr., 2 solar vents, Camber spar jib, 110 jib, 2 mains. $30,000/ofr. (916) 487-8501.

27-FT SWEDISH VEGA, lots of beautiful teak, new dodger & upholstery, full keel cruiser, VHF, sleeps 4, stove, 2 sinks, Coyote Point berth. Will trade for trailerable 18 to 20-ft cabin sloop. $9,500. Call (415) 579-7366.

HAWKFARM 28 *"EYRIE"*. Locally designed and built for Northern Calif. conditions by Tom Wylie. Race YRA as a one-design, or elsewhere at a competitive PHRF rating of 162. Boat in original condition, doesn't need restoration. $22,000. (707) 257-3577.

PACIFIC SEACRAFT MARIAH 31 CUTTER, 1979. Excellent condition. Yanmar dsl. All new in 1988. New sails, Harken roller furling jib, full batten main, Lewmar 43 ST, SL windlass, epoxy bottom, h/c pressure, Autohelm 2000, many extras. $57,000. (415) 467-1263.

27-FT NEWPORT, 1977. Excellent condition, diesel, VHF radio, AM/FM stereo, compass, RDF, alcohol stove, just hauled/surveyed. New bottom paint. Union Point berth, Oakland. $14,000 neg. (415) 535-1516.

FARALLON 29, 1976, full keel cruising sloop. 4 Head sails incl. club jib, diesel, dodger, tiller, windvane, Autohelm, bronze ports, roomy wood interior. $25,000. Extensive equipment list: (707) 745-6204 days/eves.

CAL 2-27, 1975. Comfortable boat that's fun to sail. Max Ebb says they'll still be going strong in 2010! (June *Lat. 38*). Outboard model with 1985 Honda 10 priced at $9,500 for quick sale. Call Ardie at 522-3355 or Gil at 769-6700.

CATALINA 27, 1976. Well-maintained cruiser/weekender. 15hp Johnson (electric start and remote controls), four jibs, VHF, depth, speed/log, self-steering, shore power. New bottom paint. Emeryville berth. Asking $10,500. Leave message: (916) 452-7252.

OLSON 25, #68 great boat for cruising or racing. Mainsail, 4 jibs, 2 spinnakers, depth/knot/log, Suzuki outboard, trailer, stove, head, lots of extras. (408) 448-6447.

25-FT FOLKBOAT. Very pretty boat; new paint and varnish all in excellent cond.; club jib & gear, Jenny; porta-potti. $3,500 or b/o. (415) 924-6890 or (415) 557-2572.

FARALLON 29, F/G offshore cruiser, Volvo dsl, Barients, mast steps, VHF, AP, KM, DS, 3 anchors, new interior, 6'3" hd rm, 3 burner stove/oven/broiler, beautiful boat in excellent cond., much ext. teak. $26,000. (415) 465-3959.

CORONADO 30. Well-maintained, 3 jibs, main, spinnaker, VHF, depth, KM, compass, 1981 Yanmar dsl, dodger & covers, sleeps 6, cockpit cushions, h/c pressure water, refrig/icebox, shore pwr, stove/oven, 1987 survey for $27,500. $15,500 or b/o. (415) 865-6223.

26-FT CONTESSA Canadian cruising sloop built to Lloyd's specs 1978. The Folkboat improved. Many upgrades. Epoxy bottom '85. Hauled May '90. VHF, fatho, log, new 6hp Evinrude, new dodger. Asking $13,000 or best cash offer. Trailer too! Call Tom 522-8759 eves.

30-FT IRWIN CITATION, 1979. Beautiful, fully equipped, family cruiser. Wheel, diesel, roller furling, jiffy reeling, lines aft. VHF, Loran, KM, DS, wind S&D, stereo. Full galley, head/shower, pressure h/c water, beautiful teak interior, sleeps six, excellent condition. $25,000. (415) 524-9036.

28-FT KING'S CABIN CRUISER by A.B. Telfa of Sweden, 1956. Once called the most popular racing, cruising yacht in America by George Walton. Ready to sail or power. $16,000 firm. (805) 772-7972 or 927-5551 days.

CAL 2-29, 1974. Sails beautifully-new diesel 18hp Volvo twin cylinder. Wheel, pedestal. Compass, heavy rigging and lifelines, pressure water, gimballed stove, head, shower, RDF, VHF, 2 anchors, many extras and custom options. Illness forces quick sale $18,950. (805) 773-3242.

NEWPORT 27, 1970. Excellent condition. Dodger, Atomic 4 i/b, KM, DS, VHF, AM/FM/cassette stereo, 2-spd winches, compass, epoxy bottom. Great Bay boat. $15,000. Call (415) 829-7365.

COLUMBIA 28, 1969. Excellent condition!!! Atomic 4, compass, DS, KM, VHF, AM/FM/cassette, storm jib, genoa, spinnaker, new main, sleeps six, enclosed head, cockpit cushions, new upholstery, AC outlets, alcohol stove, extra large icebox. Must see. $12,500. Jeff (707) 746-1680 eves.

OLSON 25, #68 great boat for cruising or racing. Mainsail, 4 jibs, 2 spinnakers, depth/knot/log, Suzuki outboard, trailer, stove, head, lots of extras. (408) 448-6447.

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NEWPORT 27S, 1973. Offshore cruiser. Bristol. Full galley, wheel steering. Full instruments. Autohelm. Transceiver, worldwide monitor. 7-ft Fatty Knees sailing dinghy. Outfitted for singlehanded cruising. Dennis McCarty, Box 4253, Stockton, CA 95204. Dock C, Stockton Harbor, West Weber. (209) 948-1082 collect OK.

RANGER 26. Excellent Bay boat. 5 sails including new spinnaker, 1-yr old Nissan 15hp outboard, 2-speed winches, KM, depth gauge, safety gear, icebox, sink, porta-potti. $10,500. Call Rene' at (415) 352-6254.

PACIFIC SEACRAFT 25, 1977. 3 sails, diesel, AP, DS. Excellent condition, one owner. $18,000 or b/o. (415) 792-3389.

CAPRI 25 RACER/CRUISER and deluxe tow vehicle. To get a new sports car, wife says "Something's gotta go!" Successful competitor with KM, DS, five fast Pineapples including 155, 130, 110, chute. 4hp o/b. Trailrite trailer. Mostly sailed in fresh water and light winds. Barely used Micron-33 bottom. Custom mast handling gear. 1983 Chevy van, deluxe conversion set up for 'go-anywhere' towing including 6.2 diesel. Boat/tlr $12,500. Van $8,200. Both $19,995. (916) 481-7173 eves or leave message.

27-FT CORONADO. Ex. cond. fully equipped. Inboard gas almost new, 5 sails, VHF, DF, KM, full cockpit cushions, boat cover, inflatable raft, etc. Health forces sale-any reasonable offer. (415) 943-7391.

COLUMBIA 28, 1968. Main with clubfooted jib, Volvo 25hp diesel, VHF-Horizon 25, head and stove, slps 6, at own mooring in Monterey harbor. No monthly fee. Weekend retreat in Monterey. $15,500. Call (916) 889-8117 eves.

CAL 29, 1971. Clean, diesel, Aries vane, blister free, dodger, refer, all new Loran, VHF, depth, KM, propane oven, compass, cushions, ProFurl furling, Tillermaster, Metzler inflatable, custom interior, much more. Must sell. $16,950 or b/o. (916) 756-4441.

CATALINA 30, 1984. Many extras: dodger, wheel steering, 21hp diesel, self-tailing winches, depth and knot/log, VHF, refrigeration, water heater, pressurized water, stereo. Original owner. $36,000/offer. Call(415) 342-3506 days, (415) 573-9859 other.

PETERSON 25, 1976. IOR racer/cruiser *"Smogen"* with prime SF Marina Green berth. Mora offshore racing package. 10 North sails. Barient winches. Signet KM/WS/WD, VHF, RDF. Westerbeke 7hp inboard gas engine. PHRF 204. $12,000. (415) 921-5376.

CAL 25, solid F/G hull (1967), 1 yr old Nissan 8hp o/b, 5 sails (including spinnaker), good condition, Alameda berth. Must sell; buying larger boat! $3,900 or b/o. 493-8099 or (408) 243-3020.

STOLZ 25, 1982 F/G sloop. Fin keel, Evinrude long shaft o/b in Lazerette well. 3 Lee sails, cedar & koa interior w/Moss Landing slip H-3. $6,500 or b/o. (408) 475-9245, (408) 462-6744.

O'DAY 25 - Trailerable cruiser, loaded, 3 head sails, KM, DS, VHF, stereo, epoxy barrier-coated, 9.9 Johnson Sailmaster outboard. Many other extras too numerous to list. A steal at $6,950. (415) 687-4328 eves/wkends.

SPRING TIDES: Finest example of William Atkins 5-ton, 27-ft cutter *"Ensenada"*. Beautifully maintained, teak decks, Douglas fir planking, Sitka spruce spars, silicon bronze fastened, Saab diesel, electronics. Recent survey confirms this 12 year old beauty "ready to cruise". $15,000. (415) 935-6437.

LEASE/SELL RANGER 26. Any reasonable offer considered. 10hp Honda, spinnaker, rigged for singlehandling. Great starter boat. Motivated seller. Will consider trade for touring motorcycle. (415) 927-0131 (Mac) or 521-5820.

28-FT LANCER, 1984. 1 owner, 40 hrs usage. Roomy, beautiful, interior color-coordinated, teakwood, sails, sheets like new, sleeps 6, galley, head, ship to shore, DS, pulpits. Bottom painted/perfect condition. Perfect family cruiser. $11,900 or b/o. (415) 656-5562, (916) 443-4719 or (317) 873-7071.

MODIFIED H-28. Classic ketch. Great liveaboard/cruiser. Very well maintained. Double planked mahogany. Full boat cover. Sweet boat. Asking $19,900. 331-7814.

RESTORED PEARSON VANGUARD 33-FT. New sails, dodger, radar, Loran, VHF, stereo, AP, weather vane steerer, diesel aux., full galley, hauled Jan. 90. $26,000. (209) 835-2303.

CHEOY LEE OFFSHORE 27. F/G. Cruise ready. Recent epoxy bottom LPU topsides. 1986 Westerbeke diesel. 6 sails, 4 near-new. New shrouds, club jib. $16,900 b/o. (415) 232-6114.

25-FT MACGREGOR, 1985. 3 sails, 2 reef points, Loran, depth finder, AP w/remote, radio telephone, sink, stove, chart table, john, sleeps five, Honda 10hp, trailer, many extras, excellent condition. $8,000. (415) 754-6152.

32 TO 39 FEET

35-FT CHEOY LEE LION, 1958. Beautiful teak classic. Aluminum spars, full canvas. Two boat owners must sell!! $28,000. Call (415) 522-0906.

CORONADO 34, 1969. Hand laid, exc. bottom; new Harken roller-reefing system, new Yanmar 3 cyl diesel and prop, new dodger, new battery system & more. Wheel steering. $25,700. Call 456-9725 eves.

ERICSON 39. Equipped for liveaboard and long distance sailing. Many extras. Must see. Tip top condition. $60,000. (415) 244-9771.

ISLANDER 36. Winner at '89 Oakland-Catalina race (see *Latitude* Aug. '89). Beautifully maintained, cruise/race ready. Full electronics, AP, Loran, Harken roller furling, quickvang, dodger, many extras. Perkins dsl and complete epoxy bottom job. $56,500. (916) 652-6386.

DOWNEAST 38, 1976, cutter ocean cruiser. Great liveaboard. AP, electric windlass, full dodger, fireplace, self-tailing winches, roller furling jib, VHF/RDF, press h/c water, dsl eng, refrigeration, LectraSan. $60,000. Roy or Karen (415) 456-8368.

EXPRESS 37, 1988. *"Primordial Sloop."* Last factory assembled Express, hull #62, North sails, Harken roller, Signet SmartPak. Immaculate. $118,000 or offer. (415) 851-7065 eves.

HUNTER 37, 1984 CUTTER. Swift & graceful sailing to weather. Cruise or liveaboard. Immaculately maintained. Separate cabins, sleeps 7, h/c water, shower, AM/FM/tape stereo, stove/oven, headfoil, oversized self-tailing winches, VHF, Datamarine, WS, WD, depth, Yanmar 30, Sausalito berth. Best offer. (415) 435-2924.

WESTSAIL 32. Factory built. Original owner. Documented. All white hull with red boot and light blue deck. solid lead ballast. Brightwork immaculate. Dodger, bimini, caprail covers, and side panels. Brand new cruising spinnaker and full-cut yankee jib by Hood Sails. Also genoa and working sails. Perkins engine. Refrigeration. Cabin heater. VHF. External phone. Stereo. Extra large portholes with screens. Mast, boom and underhull refinished and standing rigging replaced three years ago. Two large CQR anchors. Sailing dinghy plus Avon inflatable. Location Ballena Bay. Price $52,500. Call (415) 277-9225.

34-FT ERICSON SLOOP. Bristol condition. 1987 model with 4 sails, roller furling, diesel, Loran, FM marine, stereo, dodger, anchor hoist, 6 self-tailing winches, all lines to the cockpit for singlehanded sailing, and much more. Price $89,500. Call (415) 831-3547.

ISLANDER 36, 1978. Fast allweather racer/cruiser. Teak interior. Perkins 4-108, radar, Loran, Autohelm, full Signet instrumentation. VHF, excellent ground tackle, 7 bags North sails, spinnakers, 10 winches, loads storage. Well maintained, yearly haulouts. $47,500. Ted (805) 528-5070. Morro Bay, will deliver.

LANCER 36, 1982. Fast, luxury loaded. Owner leaving area... $60,000. (415) 543-3280.

NEW 32-FT DREADNOUGHT "Tahiti Ketch" hull with ballast. Flush deck with interior roughed in. New 22hp Saab diesel engine with variable pitch propeller and shaft installed. New diesel Dickinson stove. More extras. $17,000 or b/o. (805) 772-2473 days, (805) 995-2364 eves.

HOBIE 33, 1985. 8 bags racing sails, Honda 10hp, porta-potti, VHF, man overboard pole. Speed, depth. Race ready!!! $25,000 offers. Houston TX (713) 334-3379.

CORONADO 34, 1969. Hand laid, exc. bottom; new Harken roller-reefing system, new Yanmar 3 cyl diesel and prop. New dodger, new battery system & more. Wheel steering. $25,700. Call 456-9725 evenings.

PEARSON VANGUARD 32.5. Classic cruiser-built like a brick restroom. New Loran, speed log, DS. Harken furling. Ready to take you anywhere but Des Moines. $21,000. 332-4871.

38-FT CHEOY LEE SLOOP, 1980. Aluminum mast, new diesel, Bristol, owner desperate. $70,000. (714) 493-5526.

39-FT PEARSON, 1970, "Competitor" sloop. Keel/centerboard, skeg mounted rudder, heavy glass, equipment listing available. Must sell. $40,000. (904) 785-1584. Box 1375, Panama City, FL 32402-1375.

CAL 35, 1980. See to appreciate this high quality, lovingly maintained, fast cruiser, spacious elegant interior/outstanding liveaboard, diesel engine, diesel heater, dodger, windlass, radar, Loran, VHF, Autohelm 3000, Avon Redcrest, cruise spinnaker, h/c water, KM, DS. $72,000. Owner, (415) 969-9512.

FUJI 32 CUTTER, 1977. Well equipped for cruising—diesel, roller furling jib, shore power with battery charger, CNG stove with oven, pressure hot/cold water, VHF radio. Will take Santana 22 or 27, Ranger 23 or 26, Excalibur 26 or similar boat in trade. $34,500. (415) 435-3902.

34-FT PETERSON, 1977. Great Bay racer/fast cruiser. 13 sails, perfectly maintained, hardly used in 10 years. Incredible slip in Sausalito available. $39,000. 461-6469.

ERICSON 35: Great liveaboard. Recently reupholstered. Hot/cold pressurized water. Shower. New sail and brightwork covers. 6 bags sails. Double lifelines. Double pulpits. Internal halyards. Wheel. Dual preventers. More. Received TLC. Call (415) 479-2974.

CAL 39, 1979. *"Corinthian"*. Rod rigging, Harken furling, Navtec hydraulics, AP, 11 winches, full batten main/lazy jacks, diesel, wheel, DM/KM/WS/WD, Loran, VHF, stereo, h/c water, shower, refrigeration, CNG stove/oven. Performance liveaboard, Sausalito berth. $69,500. Call 331-2710 eves.

PEARSON 34, 1985. Yanmar diesel, AM/FM/cassette stereo, battery charger, refrigeration, 3 jibs (110, 65, 90% high cut). New as of April 1990: bottom paint, 3 battery banks, headstay, 2 extra halyards, dodger glass, double block traveler. Evenings (209) 634-0921.

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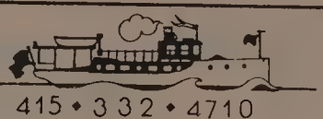

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33-FT TARTAN 10, 1979, meticulously maintained, xlnt Bay racer/coastal cruiser, 11 sails, Loran, AP, VHF, electronics, dinghy, bottom job. $25,000/b.o./trades. (707) 526-0177.

35-FT SPARKMAN & STEPHENS SLOOP, 1971, F/G, center cockpit with walk-through to aft cabin, Caribbean model by Chris Craft, 47hp Perkins diesel, Loran, 2 heads, shower, oven, windlass, pedestal steering, new rigging, documented, Benicia slip, exc. cond., ready for offshore speed and comfort. Below book at $29,900. Call (707) 746-7931 eves.

ISLANDER 32, 1978. Epoxy bottom; new bottom paint 5/90; WS/WP; depth, knot/log; Loran, AP, AM/FM/cassette; dodger, cockpit cover; main, 130 genoa, 85, roller furling; self-tailing primaries; boom brake; battery charger; h/c pressure water; beautiful teak/oak interior. Well cared for Bay and coastal cruiser. Motivated two boat owners (yeah, we bought the next boat first). $38,500. Call (408) 441-2333, days, (415) 344-3841, evenings.

CAL 39, excellent condition. New Perkins 4-108 & fuel tank in 1989. Mast off & LP-ed, all new standing rigging, wiring, headfoil in 1990. 11 winches, 7 sails-2 new in 1990. 11 winches, 7 sails-2 new in 1990. DS/KM/KL/WS/WP, Loran, SSB, VHF, 3 compasses. $59,000. Call (805) 995-3923.

37-FT GAFF KETCH. Heavy glass const. Diesel power, hyd steering. This is not a Tupperware Clorox bottle, but a heavy-duty deepwater boat for the serious cruiser. Illness forces sale for the giveaway price of $45,000. (415) 968-2921.

A UNIQUE FREYA 39, steel built, sloop/cutter - a proven, seaworthy, double-ender, world cruiser, designed and built for stability and performance at sea. Quick sale sacrifice $85,000! For inventory and photo: Freya, PO Box 1736, Port Hueneme, CA 93044. (805) 985-4942 or 487-5670.

HUNTER 34, 1983. Brand new interior. Fast cruiser w/3 cabin configuration. Excellent liveaboard, easy singlehander. Rolling furling headsail and powerful full batten main, both like new. 25hp Westerbeke, low hours. Asking $45,000. (415) 331-5611.

ISLANDER 36-FT, 1976. F/G sloop, popular SF Bay boat, fully equipped for race or cruise, 2 spinnakers, 130%, Hood roller furling, Martex folding prop, Perkins dsl, 11 Barient winches, CNG, stove/oven, icebox, h/c water press/shower, stereo, ADF, 2-way radio, KM, sumlog, DG, wind instruments, many extras, immaculate. $44,500. See at Sausalito Clipper Basin 4, berth #912. (415) 331-1650 or 883-4987 after 5pm.

CUSTOM PERFORMANCE CRUISER, 36-ft sloop, 1978. Designed and built by Charley Morgan. All lines lead aft. Rod rigging, Hood furling, Barient ST winches, refrigeration, AP, dodger. Optional cutter rigging. SF berth. You gotta see this one. $69,000 b/o. Call (415) 664-7777.

FANTASIA-35. Hull #22. Beautiful condition. Cruise ready. Full keel, teak deck, Loran, VHF, fathometer, EPIRB, insulated backstay, davits w/ 7' dinghy, cannister life raft, radar reflective mast steps, dodger, sailing bimini, Delta cover. Force 10 oven, Pisces 40. $65,000. (707) 762-7190.

32-FT CLIPPER MARINE. Roomy liveaboard sleeps six. Aft cabin, head/shower, galley, sturdy dsl l/b, VHF, EPIRB. SF Yacht Harbor berth, next to Fort Mason. Moving out of state, must sell. $11,700 cash. (415) 441-2457.

CS 36 SLOOP *"CHAMPAGNE"*, 1983. Racer/cruiser. VHF, stereo, Loran/plotter, Signet wind/knot/depth, 33hp Westerbeke w/low hrs, hot/cold press H2O, 12v reefer, propane stove/oven, new bottom 5/90, Ideal liveaboard in excellent condition. Asking $79,500. (415) 521-1873 or (415) 457-6291.

CATALINA 36, 1987. Great liveaboard/cruiser. Many extras and custom options. Excellent condition. Sobstad sails, Harken self-furling/tending jib, dodger. Universal diesel. Must see to appreciate. Call (415) 237-9668 for complete details.

35-FT ALBERG design Pearson built, full keel, heavy F/G, comfortable, roomy, excellent for Bay or cruising, carefully maintained. $27,000. (415) 453-4872.

WESTSAIL 32 *"Tenacity"* cutter rig. 5 sails, Pro-Furl headsail, dodger, lee cloths, rain catcher awning, windscoop, Toyo offshore 4 person liferaft, Achilles sport boat, Yamaha outboard, Monitor vane, Tillermaster, AP, SatNav, ham, VHF, 2 depthfinders, knot log, AP wind, WS, WD, EPIRB, 2 solar panels, new 8D's, custom teak interior, Shipmate propane, Dickinson dsl heater, Adler Barbour reefer, Mercedes dsl, six anchors, new chain-lots of great gear included-South Pacific veteran. $50,000 or b/o. 332-5824.

CATALINA 36, 1983. Excellent condition. New interior cushions, lights and head. New Interlux 2000 epoxy paint and Petit Trinidad paint. New shaft bearing and stuffing box. Larsen main, 110, 1.5oz spinnaker. Signet knotlog & depthfinder, RDF, batt chgr. $54,000 or $10,000 and assume loan. Serious buyers only! 381-6732.

PEARSON 37, 1982. Gray hull, roller furling, spinnaker, diesel; rod rigging, balsa core, refrigerator. Asking $59,000; must sell this summer. Lv message w/Scott Hall (415) 951-0100 M-F.

EXPRESS 37. Excellent electronics, SatNav, B&G Hercules system, refrigeration, h/c pressure water, extensive North sail inventory, many extras, $97,000. (805) 493-1091.

32-FT ATKINS ERIC CLASSIC, 1978. Marconi cutter, excellent condition. Full keel, teak/ipol, teak cabin, Volvo MD3B, 1030 hrs, Loran, VHF, RDF, AM/FM stereo, propane range, new dodger/sail bags, 5 sails, AP, 3 anchors chain rode, much more. $43,000. (415) 726-6419.

OLSON 34. New in '89, 10 yr warranty, loaded w/ options and electronic system. Charter income for April '90 was $1,307. Divorce forces liquidation at sacrifice $60,000. (916) 891-8736.

BAYFIELD 32, 1980 CUTTER, full keel, rebuilt diesel, wheel, cruise equipped, Mexico vet. Documented, VHF, SatNav, Loran, radar, EPIRB, liferaft, desalinator, Monitor vane, AP, windlass, wind and trolling generator, inflatable w/o/b, M.O.B. Lots more. Asking $55,000. (916) 451-5100.

35-FT CORONADO SLOOP, 1973. Tri-cabin, sleeps 6. Head/shower, h/c pressure water, AC/DC refrigeration, stove/oven, 22hp Albin dsl. Electronics, club jib. Well maintained, roomy, comfortable, seaworthy. $32,000. Serious only call Napa (707) 226-3017, 226-2663.

ARIES 32-FT, *"AMAZING GRACE"*. Well-maintained. Dodger, Monitor windvane, combi Autohelm, Barient self-tailing winches, boom gallows, Montgomery dinghy, CQR 200' chain, VHF, RDF, DS, epoxy bottom. Moving up. Asking $39,500. Sausalito berth. 548-4180.

CATALINA 34, 1987. Excellent condition. Fast racer/cruiser. VHF, depth, knot on pods, h/c pressure water, barrier coated bottom, self-tailing winches, lines rigged aft, large head aft, new batteries & charger, three cabins, dinghy. $52,000. Stan (916) 386-0255.

C&C LANDFALL 38, 1980. Hood Seafurl, Yanmar 30hp, WS, WP, KL, Furuno LC90, refrig, 2 jibs, cruising spinnaker, dodger, Martel, more!! This documented fast cruiser is a joy to sail, in top condition and available for $69,500. Call (209) 962-5571.

1978 FANTASIA. Outstanding liveaboard. Well maintained. Cutaway keel. New dodger. Spinnaker, mains'l, working jib. KM, VHF, DM. Reefer, shower, hot/cold water. Asking $65,000. Call after 7/15/90. (415) 364-9662.

GULFSTAR 37. Center cockpit sloop, separate aft cabin, 2 heads w/showers, pressure hot water, propane stove, stereo, Perkins 50hp diesel, battery charger, VHF, Horizon digital KM/L, DS, Hood roller furling, 4 sails, liferaft. $49,000. Call (415) 826-2163.

CHEOY LEE 38, 1983, SLOOP. Immaculately maintained. Fully equipped for bluewater cruising and/or liveaboard. Compete records/manuals. Perkins 50hp diesel, h/c water, shower, propane stove/oven, microwave, refrigeration/freezer, telephone, BBQ, Avon w/Evinrude. $78,000. Call (805) 254-1450, fax (805) 254-2628.

C&C 38, 1976. Excellent condition, completely renovated interior, Yanmar 35hp diesel, race and cruise equipped, extensive sail inventory, recently hauled, new paint and survey. Well maintained, ready to sail the Bay, Delta or cruise. $55,000 or b/o. (415) 382-8976.

35 CORONADO SLOOP liveaboard boat in a liveaboard marina, Redwood City. Raft, depth, VHF, refrig, microwave, TV, tele, and shower. Hauled and painted 8/24/89. $35,000 or trade for fixer-upper home or property. (415) 365-6264 leave msg.

ERICSON 35. Outstanding opportunity to own a great Bay boat. Family's interests have changed, sailing not in top 10! I am willing to make a great deal for someone. Trades/b.o. considered. Call Glenn (415) 561-2617 office, (415) 474-7759 home/leave message.

36-FT BRUCE ROBERTS KETCH, balsa cored F/G, 20hp diesel, equipped & sailable but needs finishing. Reduced to $20,000. (916) 529-0947.

CATALINA 38 - Well maintained Sparkman & Stephens design. Loran w/CDI, VHF, depth, WS/WD, knot/log, AM/FM/cassette, hydraulic backstay, Barient winches. Diesel, hauled every year. Headsails (90, 130, 150) w/dual headfoil; custom 3/4oz spinnaker. $43,500. (408) 247-2152 days.

32-FT TAHITIANA. Steel cutter. Well equipped for cruising/liveaboard. 5 sails. Saab diesel, complete electronics, dinghy, Fatsco wood stove, cherry and black walnut interior, Shipmate 3-burner stove with oven. Truck, trailer and cradle. Store boat between cruises. (415) 960-9225.

33-FT CUSTOM STEEL CUTTER, 1983. Merritt Walter designed dbl ender. Tanbark sails, 32hp diesel. Perfect for liveaboard or extended cruise. Extensive equipment list. Cherry wood interior. Bristol condition. $64,000 or trade for equity in real estate. Ken (415) 428-4023.

CAL 2-39, 1979. Excellent condition and cruise ready. Perkins dsl, dodger, windlass, Autohelm 3000, roller furling, h/c water, KM, DS, Datamarine, new cushions, etc. $63,500. 381-2872.

TARTAN 37, 1982. Documented, Mexico veteran, dodger w/solar panel, Westerbeke 50, Hood roller furling jib, refrigeration, full galley, hot water heater, pressure and dockside water, telephone, Autohelm 3000, windlass, anchor, 150 feet chain. $71,000. (415) 399-1204.

CATALINA 38 - Sparkman & Stephens design, fully equipped, many oversized winches, new epoxy bottom. Best rigged Catalina on Bay. Must see to appreciate. Loran, VHF, KM, WD, WS & stereo. Lots more!! Owner must sell. PHRF 114. $49,000 b/o. 820-4288.

1987 CATALINA 36. Fully equipped like new, must see. Set up for liveaboard or coastal sailing. $67,250 or best offer. (415) 367-8363.

BEAUTIFUL DANISH BUILT CLASSIC 35-FT racer-cruiser, teak & mahogany on oak. 1961 Alan Gurney design, Volvo diesel, full boat cover, exceptional condition. Wonderful sailer. $44,000. 331-9219.

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GULF 32-FT PILOTHOUSE SLOOP. Immaculate, fresh water boat, blister free. Pedestal steering inside & out, furling headsail, 4 sails including 1 1/2 oz drifter. Electronics including SatNav, AP, radar unit, DS/KM, VHF, AM/FM/tape/equalizer, 4 cyl dsl, custom teak interior, h/c pressure w/ shower. Steve (408) 262-1667.

ERICSON 32, 1966. Excellent condition. Roller furling jib, propane stove/oven, Alpine stereo, lots of extras, hauled & painted in May, must sell to buy house. Ballena Bay slip. $58,000 or b/o. (415) 965-4243.

40 TO 50 FEET

42-FT COLVIN GAZELLE junk rigged schooner, 1981. 22hp Easthope diesel. Boat has been to Alaska, Hawaii and Mexico twice and is ready to go again. Solar cells, ham radio, RDF, SatNav, VHF, DS, self-steering windvane. No excuse for not taking the trip of your dreams when you can buy this boat for only $49,900. (206) 733-6636.

ENDEAVOUR 43 KETCH. Fully loaded, lots of extras (too lengthy to list here), will mail or FAX complete list. Spacious liveaboard that has been maintained in excellent condition. $116,000. Ask for Rick: 332-0746 home, 495-0700 (ext 680) work.

41-FT CHEOY LEE OFFSHORE KETCH, 1980. Cruise ready. Extensive equipment, loaded with conveniences. Motivated and anxious. $100,000 or b/o. (415) 521-3870 days, (415) 748-0707 eves.

BENETEAU FIRST 405, 1986. In water 3 years. Bristol condition. New bottom paint. Incl Datamarine Link 5000 w/remote, spinn rigged, 4 sails, AM/FM/CD stereo w/6 speakers, propane stove, refer, full encl dodger & Zodiac dinghy w/outboard. $119,000. 521-8763 home, 864-9500 work.

41-FT SAILBOAT (Freeport, 1978). Like new, completely re-outfitted 4/90, (new mast, paint & interior). Fully equipped 6'5" headroom, queen bed & shower in priv. aft cabin, microwave, dryer, 2 heads, dinghy, AP, etc. Walk to work for $85,000. Dave (415) 956-1867.

48-FT SPARKMAN & STEPHENS Hughes-built center cockpit yawl, 1972, liveaboard/cruise, F/G, 75hp Mercedes Benz, new Awlgrip topsides, new haulout, sleeps 7, 3 cabins, 2 heads, 1 shower, Espar, Adler-Barbour, liferaft, lots gear. Asking $109,500. (415) 332-7543.

FREEPORT 41, 1976. Ketch, full keel, 85hp dsl, fully equipped, furnished and ready to cruise the Caribbean in style. Recently cruised from San Francisco to Florida. Asking $130,000. If interested call collect for details and photos - (813) 849-2721, ask for J.W.

HANS CHRISTIAN 43 KETCH. This showboat brings you a successful offshore cruising record, new Awlgrip finish, new tropical awnings, covers and dodger; decorator interior without compare. She's the high performance underbody and measures 51' oa, 43' on deck, 37' lwl, 13' beam. A partial goodie list includes workshop, ocean sailing, chart table, Dickinson heat, refrigeration, Neco AP, ham, VHF, radar, 3 anchors, 300' chain, custom stained glass cabinets & tile countertops. All ocean gear on board; liferaft, EPIRB, solar still, flares, etc. $169,500. Owner (206) 783-2320.

42-FT CUSTOM YAWL built 1964. Designed as ocean racer for Newport-Bermuda, a one of a kind cruising boat with loads of gear-truly cruise equipped and proven passage maker. Call for photos/details or to see. Beautifully maintained. $105,000. (707) 823-9460 eves, (707) 829-2844 message.

CARDINAL 46, 1982. Cruiser/racer, liveaboard. Swan-like design, very strong hull, fin keel, Skeg rudder, 88 dsl, dodger, roll. furl., 3 sails, windlass, Bruce anchors, Loran C, VHF, KM, DS, WP, refrig, prop stove/oven, batt chgr, spin pole. $129,000. (415) 357-1547.

CLASSIC S&S 47-FT SLOOP. Fully equipped ocean cruising veteran of Mexico & Hawaiian trips. One of SF Bay's most beautiful & well-constructed wooden yachts-to see her is to love her. Slps 7, lg cockpit, windvane, AP, electronics, many sails, $67,500. 331-0907.

40-FT HERALD SLOOP, 1953. Built in Nova Scotia. 7 sails incl. spinnaker. Volvo MDII diesel. Needs woodworker to complete restoration and new cabin. $4,800 or trade. Call 332-2468.

46-FT GARDEN PORPOISE. *"Morning Star"*. Solid teak ketch. Read about her adventures in *"Voyage of Commitment, Morning Star Around the World"*. 80hp rebuilt Perkins dsl, Aries windvane, elect. autopilot, power windlass, roller furling, headsails, etc. Ready to go again! $75,000. Call 331-2269.

42-FT GAFF CUTTER. 1982 bluewater cruiser, English pilot design. Professionally built ferro hull. Teak decks & fittings, teak interior. Perkins diesel, AP, radar, Loran, sounder, VHF, EPIRB, 12v anchor windlass, 6 anchors, self-tailing winches, Avon 6-man liferaft, Avon inflatable, with Merc o/b, survival suits, 120 amp alternator, pressure water h/c, refer. Too many extras to mention. Excellent Sausalito liveaboard location. Survey. Replacement value $175,000. Asking $109,000, would consider trade in Marin County, Portland OR, or Kauai HI. (415) 331-0358.

CORONADO 41, 1972. Former show model. Great sailing, excellent liveaboard. Teak interior, large galley and stateroom, full Vberth, head, and walk-in closet. Equipped with Perkins 50hp diesel, radar, tabernacle mast, dodger, and much more. Owner sold. $54,000. (415) 588-7723 eves.

CORONADO 41, 1974. Like new throughout. Large aft stateroom, huge bed. Two heads, shower, large galley. Teak floors. Diesel engine, radar, AP, electric windlass. Roller furling headsail. Fully outfitted-cruise/liveaboard ready. $62,000-make offer. (805) 983-2248.

47-FT CHEOY LEE CUTTER, 1965. This former flagship of the San Diego Yacht Club has classically beautiful lines. 9 sails, Perkins diesel, AP, refrigeration. Strip planked mahogany over ipol. Nick Potter design. $42,000. Will consider real estate trade. 332-2468.

40-FT CHEOY LEE tri-cabin 1970 model Rhodes design. 50hp Perkins. Yawl rigged. Sleeps 6, refrig, propane stove, 200 gal water, 60 fuel. Boat rebuilt inside & out 1984. Cruise ready. $55,000. (213) 426-4973, Long Beach, CA.

BABA 40. Extensive equipment. Gorgeous. Stiff and powerful cruiser. Much faster than Hans Christians and Tayanas. Considering offers. (415) 637-2094 days, (415) 834-8940 eves.

40-FT WORTH, 1984. Ultra-fast cruiser, PHRF 96, IMS rated, teak deck, new Dacron main, 150% mylar, 70% Dacron, 1.5oz, .75oz spinnakers (10 sails total), all new running rigging, hydraulics, new Harken traveler, newly rebuilt diesel engine, 48" wheel, stereo system, Loran, lots more. Asking $125,000. Call (408) 272-4854 leave msg.

CRUSTY 40-FT WOODEN SCHOONER. Wonderful, bright, roomy liveaboard. $15,000 or best offer. Will consider financing! (707) 778-6140 msg.

41-FT S&S YAWL. Dbl/planked, mah/oak, wood/propane stoves, 6'4" SHR, 90% restored. Sell/trade property. M. 798-4392.

NEWPORT 41-S, 1979. Hauled May 90. Brickyard Cove slip. Diesel, jib, spinnaker, genoa, red rigging, recent survey, speedo, VHF, RDF. Sound but needs TLC. $49,000. Art (916) 988-0214.

40-FT TRADEWINDS, 1981. Performance cruiser/racer. Fully equipped for racing and offshore cruising, 14 sails, full electronics. All teak interior, new upholstery. Two private double aft cabins. 10 winches. Good condition, rates PHRF 78. $49,000 obo/pp. Must sell. (213) 372-5288.

HERRESHOFF DESIGN CARIBBEAN 50 ketch. 1972 F/G bluewater cruiser. Perkins diesel. Sleeps 8. 3 heads, 2 showers. Separate masters quarters w/queen bed. April 1990 survey. Replacement $225,000. Sold 1/1/89 for $98,000. Repossessed 6/15/90. Sell $78,000. *"Windsong"*, Berkeley Muni Pier 0-904. (408) 426-9800, (408) 423-1295.

HUNTER 45 LEGEND SLOOP, new in 1987. As new now. 160 hrs. on Yanmar 55hp turbo dsl, Furuno radar and bottom finder, 7 Lewmar S/T winches, spinnaker rigged, 4.5kw generator, m/w, VHF, Loran, refrigeration, stereo, TV, extra cabinets. $120,000. 731-4956.

FORCE 50, 1974, F/G pilothouse ketch, well maintained and equipped, ready for comfortable liveaboard or extended cruise, reduced to $115,000. (619) 574-0695.

YANKEE CLIPPER 48LOA 41LOD. Garden designed F/G ketch, teak decks. Perkins 4-108, low hours. Loran, AP w/vane, remote. 12v refrig., planing dinghy with o/b. Spacious teak interior. Wood stove. Exceptional joinery. Excellent, equipped cruiser. Comfortable liveaboard. $75,000. (415) 398-8170, (415) 861-6519.

SPRAY COPY, 40-FT, 1980. Proven ocean cruiser. Beautiful classic lines. Excellent balance, designed to self-steer. Heavy construction, cedar lapstrake planks 6"x7" sawn frames, 371 GMC dsl, huge cargo hold, AP, Loran C, VHF. $45,000. (415) 323-4878.

***"DEFIANCE"* 40-FT NEW ZEALAND SLOOP.** 13,000 lbs. Cedar/Kevlar/S-glass (West), launched at Lidgard Yachts Ltd., Auckland, 1982. 6oz F/G skin. New Hulse rig and LPU topsides 1985-1986. New non-skid deck and Micron bottom 9/89. Complete cruising interior, dinette, galley, nav. station, sleeps 6. B&G 190, Loran, SSB, VHF, stereo, AP, liferaft. 17 sails, Yanmar diesel. Cruise fast in style and comfort. Club race - IMS or PHRF. Best offer. (415) 421-0174.

51 FEET & OVER

ROBERTS 55. Outstanding bluewater cruising cutter. Professionally built, 40% complete. Extensive machinery inventory including mast, engine. As is or complete. Lying Costa Mesa, CA. Hull, deck exceed Lloyd's specifications by 100%. Replacement value over $110,000. Will sacrifice. $57,000 cash. (714) 924-8376.

52-FT IRWIN KETCH. All amenities to liveaboard/cruise, upgrade interior, 3 staterooms, full electronics, AP, 6 sails, 12.5kw generator, Achilles with o/b, sailing Dyer, bimini with full plastic & screened enclosures, excellent condition, loaded. $155,000. (504) 847-1079.

53-FT ROBERTS COLD MOLDED HULL-unfinished. Complete set of plans included. $1,000. Call Gene (408) 263-7633.

78-FT LOD WORLD CRUISING GARDEN three-masted pilothouse steel schooner. 250 Cummins, cruising range 2,400 miles under power. Fast 12 knots sail or motor. Extensive navigational/electrical systems. Kohler 17kw generator. 2 auxiliary shore boats, 4 staterooms, 7 single berths, shower, watermaker. Spacious galley and dining salon aft. Easily handled by crew of 3. Perfect liveaboard for family, excellent world cruiser, or school ship. Located in Channel Islands Harbor. Open to cash offer or trade. (805) 985-8529.

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Ideal liveaboard and very fast cruiser. Bristol condition. 80 HP Diesel, SSB, 2 VHF, Radar, Loran, inflatable w/OB, much more. Berthed in Santa Barbara. $195,000 without slip, but slip available. Owner anxious.
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CLASSICS

CLASSIC WOODY - Century Arabian, 1958. Inboard 200hp, 18-ft, 292 Ford engine completely reconditioned (with two hours since overhaul) African mahogany hull. Beautiful condition. Dilly trailer included. Will sacrifice $7,500. Washington state: (509) 447-2997.

DO YOU WANT TO WIN the 1991 Master Mariner's? *"Antigua"* can do it! 47-ft Kettenburg #5 of 25 built. A beautiful sloop. Very fast. $55,000 or will consider trade for trawler type powerboat. (415) 237-1558 or (805) 984-5631.

30-FT STONE BUILT 1949 RACE BOAT Yankee sloop designed by L. Francis Herreshoff. "A sailor's sailboat," excellent condition. Full cover, all teak cockpit, mahogany trim. 2 suits of sails. $13,950/ best offer. Try it now! (415) 949-4229 eves.

CHINESE JUNK 30-FT HO SANG. Hong Kong blt 1962. Teak over yakal. Volvo diesel. Cozy! Tan-bark lug w/bamboo battens. Sails, looks fantastic! $15,000 firm. Jim 661-3724.

34-FT ANGLEMAN KITTYWAKE built by Hardin in Yokohama in 1965. Mexico vet. Hauled and surveyed 8/89. Gaff main, KS, DS, LP stove, Autohelm 3000, Loran C, dink w/2hp outboard. Needs TLC, divorce forces sale. $26,000 or b/o. Leave message 848-2941.

1935 CLASSIC FOR SALE: Vandal; Pacific Inter Club. LOA 26', 6' beam, 4' draft. Fractional rig, 5 sails. New main only used 5 times. LPU paint. Mahogany top sides. Master Mariner winner! Must sell. $4,000. John (916) 723-7336.

30-FT HURRICANE *"Haven"* built Sausalito 1952. Fir over oak, lead keel. Good sails with triradial spin. Spruce mast, all fittings, standing rigging brand new. Insured. All running rigging led back. Not a project boat, but a fast sailer ready to use today. Bought bigger boat. $13,000 or best offer. 935-7096.

39-FT GAFF RIGGED YAWL, 1930. George Askew built. New Volvo MD313. Restored with integrity. Call (206) 466-4613 or 1-800-777-4737. 317 N. 1st., LaConner, WA 98257.

36-FT MOTORLAUNCH *"SCAMPER"*, 1920. Full keel and completely remodeled. 200 hrs on Grey Marine 4 cylinder, definitely in the "must see" category. Call (206) 466-4613 or 1-800-777-4737. 317 N. 1st., LaConner, WA 98257.

MULTIHULLS

"SUPERTRAMP" - Australian built 20' folding trimaran. (Ferrier design similar to F-27.) Highest quality construction, designed for heavy weather. Every original option plus trailer and many custom extras. Excellent condition. Susan or Barry - (619) 234-8579 days, 287-1432 eves.

34-FT SEARUNNER. West, Barients, wheel, diesel, Martec prop, Bruce anchor, windlass, VHF, RDF, Raytheon depth log, Shipmate stove. $26,000 or b/o, lying San Diego. (403) 932-5458.

37-FT SEARUNNER TRIMARAN. 6 yr old, well built with lots of quality gear. Recent survey, very fast & stable. Excellent cruiser. Asking $28,000 U.S. (604) 530-1046, 21675 50th Ave., Langley BC, Canada V3A 3T2.

32-FT TRIMARAN. Piver Nimble with cross keel, pilothouse, wheel steering, full batten main, Yanmar 12hp inboard, solar panels, and much more! Perfect for cruising or liveaboard. Beautiful boat, but must sell. $22,000 or best offer. Possible trade for ? (707) 829-3428.

PIVER 16-FT TRIMARAN. An original classic from the 60's. Trailer included, 23-ft mast & plenty of sail, very fast. Nearly restored, wife says you finish. $500. (408) 625-6733 weekdays, (408) 625-4401 eves.

CROSS 37-FT CATAMARAN (custom). In the harbor mooring, quiet, private beach. Chartered for 9 years. I'm buying an inspected catamaran. Partner OK. Business opportunity and/or mooring an option. Will deliver. Call Jim Tompkins (805) 962-7562, Santa Barbara. Let's talk!

CATAMARAN, NACRA 5.7. Excellent condition. $3,300. (916) 622-1197, leave message at (916) 622-9666.

37-FT SEARUNNER. Returned mid-July from FL, ready to head out again. Extensive equipment list, SatNav, solar panels, wind gen., watermaker, reefer, Max-Prop, new main, 6 sails, AP, etc. Asking $36,000. Call B. Lanham, (415) 935-0898.

CROSS 28-FT TRIMARAN - Spry lady needs caring owner. Lots of work done; needs more. Great Bay boat. 10hp o/b, 4 sails, VHF, DS, inflat., head, sleeps 4 friends. Asking $7,000. Call (408) 241-5127 eves after July 10.

50-FT RACE TRIMARAN, foils, many sails, watermaker, generator, AP, and more. Fast 18 knots easy. $75,000. Call (415) 922-3504 or 227-0502.

40-FT PIVER AA TRIMARAN, professionally built, cutter rig, excellent condition, extensive inventory, hot & cold pressure water, shore power. Perfect for cruiser on limited budget. Just completed Hawaii 14 days down, 17 days return. $42,500. Blair (415) 372-9092.

31-FT SEARUNNER TRIMARAN HULLS with complete set of construction plans. $1,000. Call Gene (408) 263-7633.

40-FT SEARUNNER TRIMARAN. Under construction. Mast, rigging, diesel engine, sails, port-lights & hatches, steering system, stove, construction plans and materials, and much more. $25,000. Call Gene (408) 263-7633.

33-FT PROUT, 1985, upgraded Catamaran with Yanmar diesel (60 hours use). Fully equipped and ready to sail. Make your dreams come true with this "like-new" Prout—a bargain at $50,000. Will consider helping to finance. (209) 533-4282.

SEARUNNER 31. Yanmar diesel, wheel steering, 7 sails, 7 winches, solar panel, propane stove. Well built and equipped for cruising, liveaboard. Dinghy w/outboard. Berthed in Santa Cruz, sublet available. $29,500. (408) 458-1724.

35-FT PIVER TRIMARAN, Baja and Hawaii cruise vet, fin keel, 5 sails, 15hp Evinrude elect. in well, AP, VHF, RDF, (2) 25# CQR and more. Cruise now! $22,500. (415) 522-8285.

POWER & HOUSEBOATS

LAST CHANCE. 19-ft Century Lapstrake, 1954. F/G over mahogany, Atomic 4 engine, $700 firm (cost $2,000 last year). Also-9' Avon, hard floor and motor mount, $250. El Toro sailing dinghy with 2 sails, $300. No tire kickers. Call Norman, 331-7275 days.

48-FTx12.5-FTx3-FT, Chrysler engines in good condition; clean, plenty storage, toilet, shower; fly bridge. $25,000 firm. (415) 584-7561.

DELUXE 21/2 LEVEL FLOATING HOME, 15'x30' cement hull, 4-Seasons sunroom off master bedroom, child's bedroom in hull, fireplace, w/w carpeting, full kitchen, spiral staircase, 2 decks, high ceilings, storage. Berthed at Docktown Marina in Redwood City. $80,000. (415) 368-3850.

36-FT LANDING CRAFT (Army Surplus). 671 Grey Marine. Runs good. Bottom epoxied. Wood boat - solid. Ask for Ole (415) 351-8800.

CLASSIC WOODIE - 16-ft Trojan w/30hp Johnson. Good shape. W/trailer. $2,450. Tahoe City. (415) 956-4699 ext. 190, (916) 583-3126.

19-FT PHILBRICK, 1955. Restored. Chrysler Hemi 1965, glass bottom, never been in salt water. $15,000 firm. (415) 343-6802 or 347-7881.

28-FT LIVEABOARD, 1974. Land and Sea with twin Volvos, fly bridge, head with shower, stove with oven, oversize refrigerator. On trailer. One of the best I have seen. $22,500 OBO. Call Ed, (415) 639-7000 or 836-2519.

***"TULE LADY"*, 1928, 34-FT LABRUZZI** classic motoryacht. Exceptional, immaculate, completely restored in classic tradition. Every convenience. Full aft cabin. Excellent liveaboard and/or get-away yacht. 4 cyl Isuzu diesel. $50,000 firm. For more info: (415) 331-7153.

42-FT GRAND BANKS, *"BONNIE"*. Newly completed restoration of a 1967 wood G.B. This is a superb example of this respected trawler yacht. (408) 479-9036.

PARTNERSHIPS

MASON 37. Traditional cutter imported by Hans Christian. 1/3 time-share with purchase option. Radar, Loran, Autohelm 6000, depth, speed, h/c water, color TV, microwave, spacious master stateroom. $340/month including maintenance, slip, insurance... everything. Experience, references, and deposit required. (415) 969-3069.

CENTURION 42. 1/3 interest. Fabulous sloop for racing/cruising. Two years old. Sausalito berth. Two professionals looking for third. Call for details. Gordon 653-5727 eves.

OWN A SEASTAR. Be a partner in 46-ft cutter/ sailboat. Fully equipped; furling jib, Loran, Autohelm, h/c water, full galley, sleeps 10, two heads w/showers, stereo, TV, etc. One remaining 25% partnership $7,500, $400/mo. Tax advantages of second home. Steve Markoe 1-800-289-6697.

HALF INTEREST IN AN ERICSON 27 racing/ cruising sloop. Berthed at Ballena Bay, Alameda Honda outboard. Good sails. No problems. $6,500 plus $80/month. Bill Lewis (408) 736-5940.

PACIFIC SEACRAFT 25. 1/5 partnership available. Great value, low usage. SF Marina berth. Dry, comfortable cruiser with inboard diesel, stove & head. Sleeps 5. $3,400 or b/o plus $57/month covers berth, insurance, taxes & maintenance. Drew (415) 647-3760.

28-FT KORSVIG SLOOP. 1/2 interest. S.R.Y.H. Liberal usage to responsible party. Fine sailing for $1,800 and $68/mo. 456-6578, 492-9347 home.

HUNTER 37. 1/4 share avail for responsible person. Well equipped: Radar, dodger, dsl, AP, roller furling, dinghy with 8hp motor, shower. Great to own & have fun on Bay. $1,300 buys 1/4 share. $300/mo. includes slip/boat payment. Tiburon berth. Bruce 543-8666 work or 435-5626 home.

CATALINA 34, 1987. Excellent condition! 1/2 interest available. Fantastic Bay & Delta boat, has fast wing keel! Roller furling, DM, KM, stereo, cockpit cushions, swim ladder, etc., etc. Very personable partner staying with boat. I'm buying a liveaboard. Stan (415) 689-2634.

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1/2 OWNERSHIP HUNTER 30 SLOOP, 1975. Oyster Point, SSF. $8,000 + $90 (berth & insurance). (415) 377-1478.

TRADE

HOME & 7 ACRES in Oregon's wine country. 20 mins from Portland. Trade $150,000 equity for 40 to 50-ft cruising sailboat. (503) 282-2709.

SANTANA 22 - North sails 90, 120, 150, drifter, spinnaker, blooper. All lines led aft. Legal head, VHF, new cushions, trailer. Would like to trade for 1980 or newer Catalina 30. Bill (408) 378-4614.

44 ACRES SOUTH MENDOCINO COAST. Redwoods. View. Divisible, honest potential for profit. Value low $200,000, will take your able 30+ or - sailboat as part down payment. We are ranching in Wash. state, property must be sold. (206) 595-2743.

CORONADO 27. Well equipped, comfortable Bay sailer or Delta weekender for Catalina 22 w/trailer. Negotiable. (916) 652-5651.

LARGE HOUSE IN OAKLAND near Lake Merritt in need of TLC. 2 story, 11 rooms, 2 1/2 bath, 1/2 basement, and hot tub with deck. I am willing to trade up or down, my equity ($130,000) for a sailboat. 835-9448.

1980 FREEPORT 41. Bristol condition. Lake Tahoe boat. Little used. Free & clear. Trade for good paper, mortgages, property, etc. Set up for charter at Tahoe. Depreciation & expense are deductible. (916) 541-1453.

WANTED

LIFERAFT, OFFSHORE, 4-6 person, single or double floor, must pass inspection. Will pay cash. (415) 644-9412 collect.

SERIOUS BUYER INTERESTED IN 1/4 TO FULL partnership of 30-40' sailboat. Prefer quality boat, but will consider all. Am experienced, responsible, personable Bay sailor. Leave message at (415) 368-5810 anytime for Paul.

TRIMARAN, AROUND 25-FT. Any condition. Basket case OK. Call (415) 846-3941 or write 1004 Crellin Rd., Pleasanton, CA 94566.

NEPTUNE 16-FT POCKET CRUISER. Will also consider other similar boats regardless of condition if reasonably priced. (707) 442-1417.

THINKING OF DONATING YOUR SAILBOAT? I will pay you the equivalent in cash and close within 48 hours. Existing financing not a problem. Call for quote, 332-2468.

MOORE 24 TO RENT OR LEASE. Sausalito or Richmond preferred. Drysailed OK but may need help figuring out hoist. Full lifelines preferred. Terms and $ negotiable based on your use of boat. Call Kay (415) 383-8200 days, 383-9530 msg.

SAILING VESSEL WITH COAST GUARD certificate of inspection. Must be minimum 35-ft, maximum 50 gross tons and be certified for at least 12 people. I'll look anywhere on the West Coast. I will also consider a partnership. Price negotiable. (415) 689-2634.

TAYLOR 2-BURNER STOVE wanted. Also, lightweight 1 cylinder Volvo or Yanmar diesel. (408) 475-0239. Santa Cruz.

USED MONITOR WINDVANE, 8' hard (sailing) dinghy. Also seeking M/F crew for circumnavigation departing SF October. N/S, no drugs/alcohol. Mechanical aptitude preferred. Poetry lovers desirable. Share expense. 5-year voyage aboard Ericson 35. Sandra Smith (408) 479-9433 or (415) 434-9433.

NORSEA 27 TRAILER TO RENT for short period to return my Norsea Ulysses from San Diego to the Bay. Please call Chuck, (916) 985-3639 work, (916) 989-6083 home.

ARIES, MONITOR OR NAVIK VANE. Caribbean charts. Wind generator, KOM 735 or 725, ham radio & tuner. Ted (415) 278-2554.

USED GEAR

RADAR, RATHEON 2600, $650. VHF, Standard Horizon Maxi, $100. Loudhailer, Ratheon 350 with outside speaker, $100. All stainless steel Hiller Range (propane) 2 burner with oven and broiler, $500. All the above in excellent condition. (415) 522-3437.

DIESEL ENGINE: 1980 Volvo MD11C 23hp, with Walter V drive RV10D, $1995. All or part (runs good). Hurth HBW 150v 1.77:1 new & unused, $1595. Hurth HBW 100 1.77:1 new & unused, $800/offer. (206) 337-0304.

CRUISING SPINNAKER (no pole required) 1.5 oz nylon, approx 1000 sq. ft. with launch bag. Marshall Sails, Costa Mesa, unique American flag design. Made for 39' boat ISP 46'8" and SPL 15'7". Near new condition. $1500. After 2 pm, (707) 252-9167.

SAIL. #1 Dacron genoa with UV cover. 2 years old. I=57, J=17. $895. Call Gordon 653-5727 eves.

35 CQR, $250. 200 ft. 3/8 chain, $300. Honda 10hp short--as new, $900. Want solar panel, wind generator and other cruising gear. Phone (415) 332-1259.

SEXTANT, Tamaya MS-833, new condition. Hand held HP Navigation Computer, many extra programs. Do celestial navigation in one day. Cost more than $1,200. Will sell both for $750. Also like new, Aqua Guide 702 RDF, $50. (213) 492-6892.

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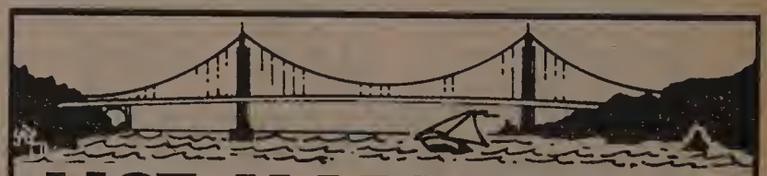

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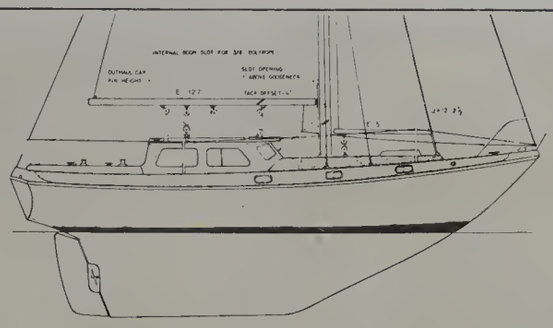

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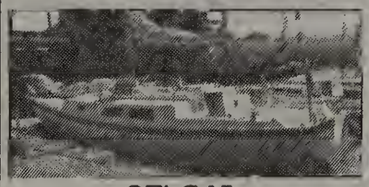

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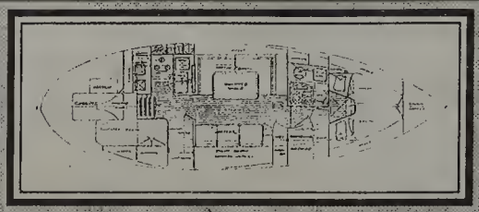

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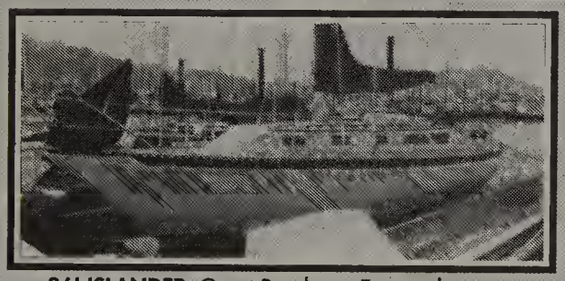

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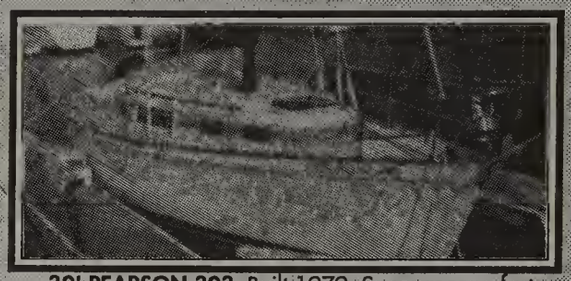

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1962 45' STEEL CRUISING SLOOP
Thoroughly refit
A strong World Cruiser
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1980 47' GULFSTAR SAIL-MASTER KETCH
Very well equipped
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1969 50' AMER. MARINE TWIN DSL M.S.
Genset, forced air heat,
14x16 aft cabin.
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1985 44' BREWER KETCH
A roomy,
bright liveaboard.
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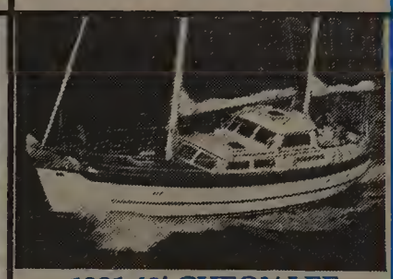

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1981 41' PEDRICK CENTERBOARD SLOOP
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Excellent Bay/Coastal cruiser
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1980 COOPER PILOTHOUSE CUTTER

- Two Double Staterooms
- Tub with shower
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1982 Also Available • PETER SHEPPARD

1981 NORSEMAN 447 CTR
South Pacific veteran.
Loaded with cruising gear.
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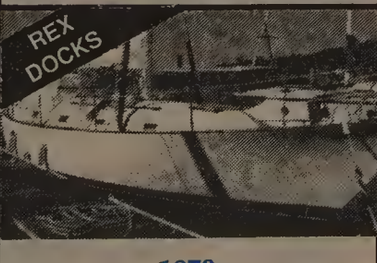
'84 also avail. • AL LEVENSON

1953 39' S&S LOKI YAWL
Classic offshore cruiser.
Newly refit!
$49,500 • JOHN SKORIAK



1979 39' FAST PASSAGE
Performance cruising cutter.
Pacific veteran.
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1987 38' HOOD DESIGN SLOOP
Centerboard performance cruiser.
A perfect "10" • **$124,500**
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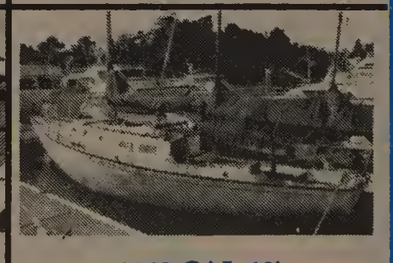

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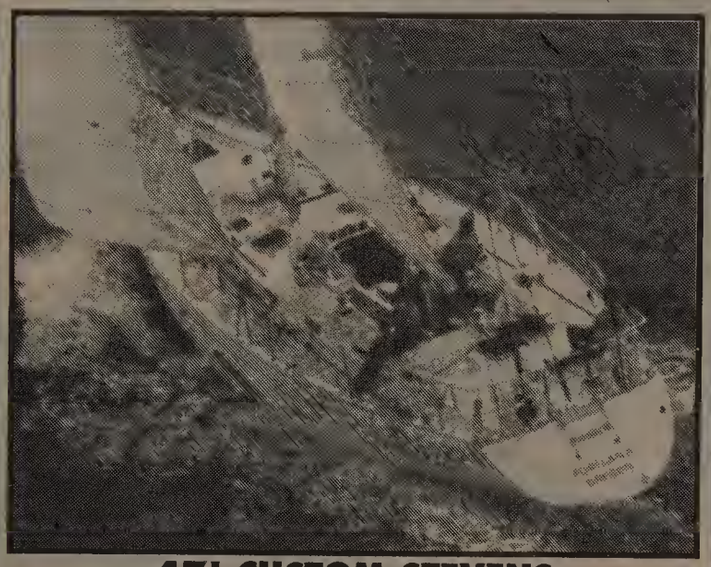
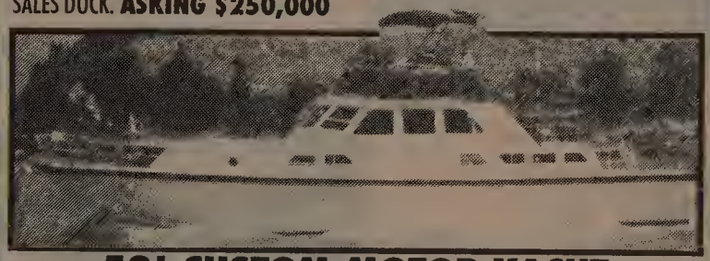


47' CUSTOM STEVENS

S&S DESIGN, COMMISSIONED & SEA TRIALS BY ROD STEPHENS. EQUIPPED WITH THE BEST AVAILABLE, 3 STATEROOMS 2 W/DOUBLES W/QUEEN IN MASTER, 2 FULL HEADS. FAST OFFSHORE RACER W/CRUISER COMFORTS. HOOD SAILS & BARIENT WINCHES. NOW AT OUR SALES DOCK. **ASKING $250,000**



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44' HANS CHRISTIAN PILOTHOUSE	$199,500	33' HANS CHRISTIAN, 1981 CUTTER	$ 89,500
44' PEARSON	$ 69,500	33' RANGER, 1976	$ 34,950
42' COOPER 416, 1981	$110,000	35' BABA PILOTHOUSE, 1981	$ 79,500
42' COOPER 416, 1983	$119,000	32' FREEOOM, 1984	$ 55,000
38' OOWNEASTER SCHOONER, 1978	$ 69,500	32' VALIANT, 1979	$ 54,900
38' MORGAN, 1980	$ 79,950	32' WESTSAIL, 1975	$ 49,950
37' NEW ZEALANO, 1969	Spetacular! $ 59,900	31' CAL, 1980	$ 34,950
37' RANGER, 1973	Clean! $ 46,950	31' ERICSON INOEPENDENCE 31	$ 49,900
37' TAYANA, 1988	$ 89,900	30' CATALINA, 1980	$ 34,950
36' ALLIED PRINCESS, 1973	$ 64,900	30' NONSUCH, 1985	Clean! $ 79,950

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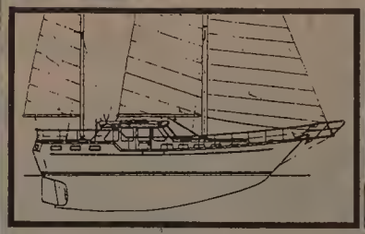

44' NAUTICAT M.S.

Great layout. Won't last long at this price. $130,000.**

40' KA SHING SUNDECK

1988, basically new. Try $115,000.**

44' MARINE TRADER

Great family boat or coastal cruiser. $125,000.**

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1986, sundeck, smartly appointed and roomy. $99,000.**

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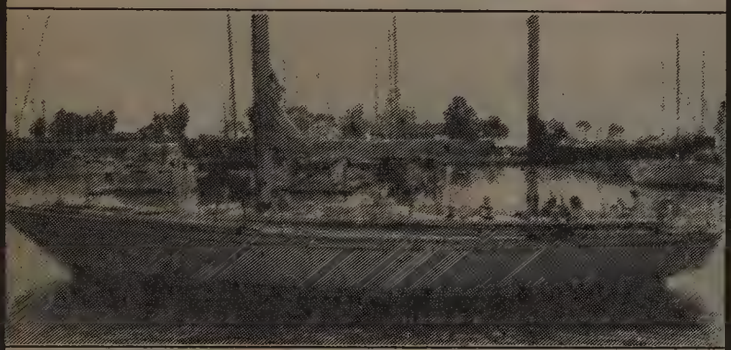
SWAN 59 *"MS BLU"* ('86). Superb Frers design in impeccable condition, with bath full racing and cruising inventories, twin pedestal grinders and extensive electronics. Also full-batten main, generator, leather upholstery. Loc. Newport Beach... **$1,050,000.**



SWAN 57 *"SPLENDID ISLE"* ('80). Extended transom ketch rig, rarely raced and lightly sailed since arriving California '81. 16 sails, SSB, SatNav, extensive cruising equipment. Overall condition is excellent, priced to sell quickly. Loc. Newport Beach . . . **$450,000.**

SWAN 391 *"KATRINA"* ('85). This extremely clean, lightly used Ron Holland design features full B&G instruments, central diesel heating, Neco autopilot and a full North cruising inventory. Under 400 engine hours, Reckmann furling, 4-function hydraulics and refrigeration included. Located Alameda . . . **$225,000**

SWAN 46 *"Trumpeter"* ('86). An immaculate, tall rig, deep keel Frers design with a full, updated racing sail complement plus a separate cruising inventory. SSB, radar, weatherfax, Loran, SatNav, B&G 290 system & autopilot. With 600 engine hours, plus professional maintenance, this yacht shows like new. Located Newport Beach . . . $525,000.

SWAN 42 *"Blue Streak"* ('82). A lightly used yacht with tall rig, full hydraulics and Reckman furling headstay. This Holland design is ideal for racing or cruising. Electronics include autopilot, Loran, VHF and B&G 190 instruments. Also central diesel heat, new sprayhoods, good sail inventory. Located Ventura . . . $220,000.

Illustrations shown may in some cases be sisterships. Particulars believed to be correct but not guaranteed. Subject to price change prior to sale, or withdrawal without notice.

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34' IRWIN CITATION. 1980. Great liveaboard! Epoxy bottom. Loaded with equipment. Only $39,500. *Must be sold!!!*

40 NORDIC 1980. Complete refit in '89. Epoxy bottom, LPU topside, full electronics & extensive cruising gear. Ready for a fast ride to paradise. $155,000

42' CRUISERS INC., 1988. Clean, loaded. Twin 454's. Must be sold. Asking $169,000.

COOPER PROWLER 30 1988. Twin Mercs. Hard top. Less than 150 hrs. Seller wants sold! Only $69,500.

70' LUKE. This classic cruising cutter with Catapillar diesel, oak paneling, fireplace. Must sell—Asking $125,000.

48' CAMARGUE 38, 1988. Beautiful boat, essentially new. Loaded with gear, a/c, radar, etc. Must be sold. $255,000.

SAIL

70' LUKE, '38, Cutter	115,000
47' CELERE, New, Sloop	Base 275,000
45' HANS CHRISTIAN, '76	137,500
44' CSY, '78, Cutter	105,000
43' AMPHITRITE, '86, Ketch	183,000
42' HALBERG RASSEY, '82	185,000
41' CHEOY LEE, '79	98,500
40' NORDIC, '81, Sloop	139,500
40' CAL-JEN, '69, Sloop	39,000
40' PRIMROSE. 74, Sloop	29,000
39' CAL, '78	INQUIRE
39' O'DAY, '83	73,000
38' CATALINA, '84, Sloop	55,000
36' CS	69,500
36' ISLANDER, '69, Sloop	40,000
36' PEARSON, 76, Sloop	69,000
35' SANTANA, '80	52,000
35' RASSEY, 73	49,000
34' IRWIN, '80, Sloop	39,500
34' PEARSON, Sloop	55,000
32' ELITE	49,000
32' ARIES	39,500
31' CHEOY LEE, '73, Ketch 2 from	20,500
31' CHEOY LEE, '69, Ketch	27,500

POWER

53' ALASKAN, '77, Trwlr	$220,000
50' CALIF. CPMY	239,000
48' CAMARGUE, '88, CPMY	275,000
47' NEWPORT, '70, Trwlr	169,000
42' CRUIS. INC., '88, F.B. Exprs	179,000
42' GRAND BANKS, '81, Trwlr	175,000
42' HERSHINE, '81, Trwlr	92,500
40' CUSTOM, Commercial Fishe	35,000
40' NOVA, '87, Trwlr	165,000
38' NOVA, '85, Trwlr	120,000
36' DELTA, Yacht	79,000
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21'	VICTORY	$3,995
22'	CATALINA	5 from $4,250
22'	O'DAY	3 from $5,100
23'	COLUMBIA	$4,500
24'	NEPTUNE	$10,000
24'	WAVELENGTH	$15,500
25'	CATALINA	$11,500
25'	BRISTOL SAILMASTER	$10,500
25'	SANTANA 525	$11,500
26'	BALBOA	$8,750
26'	CHRYSLER	$10,950

O'DAY 240

SAILING WORLD'S 1988 BOAT OF THE YEAR

Wing keel w/trailer, 8 hp Mariner o/b, VHF, roller furling genoa & jib, main w/jiffy reefing, covers, enclosed head, galley. Open spacious interior w/5' 9" hdrm. Beautiful condition! Asking $21,500.

SELECTED BROKERAGE without trailers

22'	PARCMAR, fin keel	$4,000
23'	SEA SPRITE, full keel	$5,500
25'	SANTANA, fin keel	$7,500
25'	TANZER, club jib	$8,800
27'	CORONADO, fin keel	$8,500
28'	LANCER, shoal keel	$12,500
28'	SANTANA, fin keel	$16,500
30'	ISLANDER	$16,000
30'	RAWSON	$29,000
32'	KETTENBERG	$29,000

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23'	GRAMPIAN, '72	$ 5,600
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24'	DEL RAY, '66	$ 6,000
27'	HUNTER, '84	$ 27,500
27'	CHEOY LEE, '72	$ 20,000
30'	RAWSON, '64	MUST SELL
30'	LANCER, '79	$ 34,500
37'	O'DAY (ctr cockpit)	$ 52,000
40'	HUNTER, '86	$ 91,500
40'	CHEOY LEE, '66 (offshore)	$ 34,100
52'	CUSTOM (COLVIN), '86	$135,000

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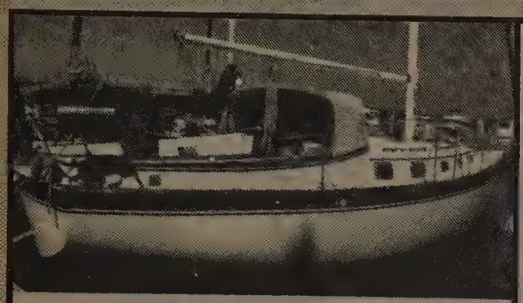

1982 ENDEAVOR 37'
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The style of same boats will always be there. This is just such a boat. A carefully customized and upgraded vessel who's owner had pride enough to protect and maintain this outstanding 'Bay' performer. **Asking $31,500.**

1969 C&C 41' REDLINE
This design ultimately became the newport 41-ft continuing its remarkable record of outstanding performance. A 'true sailor's' boat that appears to be in a time warp. She's powered by a Pathfinder diesel and carries a lifetime suit of sails. **Now asking $59,500.**

1974 CHALLENGER 40'
Ok folks! This is it! This boat's gotta get sold! We have a seller who is definitely ready to deal. If you are 'shopping' in the forty foot range and don't see this, you are not doing yourself a favor. Fill in the blank $_____.

1985 JEANNEAU 45'
Just reduced 16K. We're talking serious here! This twin aft cabin, French designed, bluewater cruiser rivals anything on the market today both for performance and 'creature' comfort. **Now . . . $159,500.**

1984 STEEL KETCH 65'
Years of experience went into the design and construction of this one-of-a-kind cruiser. Refinements and fine tuning were incorporated during two circumnavigations. This is a well though-out, consumate 'yacht'. If your possessions are as 'unique' as you are, this is your boat.

1982 PEARSON 37'
From the roller furled 120 and spinnaker to the rod rigging and balsa cared hull, this is thirty seven feet of pure sailing pleasure. Then when the excitement is over, the pure comfort of the cabin takes over to soothe the phyche. You can't ask for more . . . **$59,500.**

1979 TRUE NORTH 34'
A traditional full keel double-ender designed by Huntingford (Rafiki), that includes plenty of cruising gear. This is an ideal two person 'escape' vessel. Come take a peek at **$59,500.**

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- 45' HUNTER 129,500
- 45' JEANNEAU 159,500
- 447' NORSEMAN 215,000
- 44' CSY 110,000
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LIVEABOARD/CRUISERS, Cont'd

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- 37' ENDEAVOR 73,500
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- 34' TRUE NORTH 59,500

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- 44' GULFSTAR 160,000
- 42' GRAND BANKS 175,000
- 42' TROJAN 62,500
- 41' MMC 105,000
- 41' PT 94,500
- 36' SEA RAY 355 82,500
- 35' CHRIS CRAFT 81,500
- 34' SUN RUNNER ULTRA 59,950
- 32' BAYLINER 68,900
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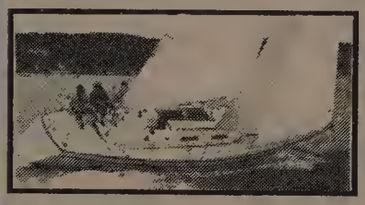
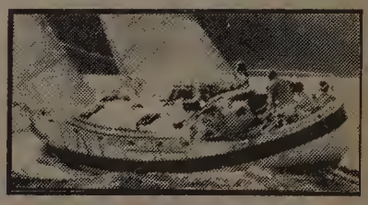


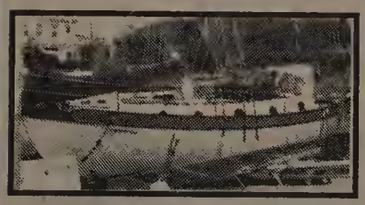
35' SANTANA **$52,000**

US30 Spacious, **$19,500**

MAPLE LEAF 48' **Inquire**



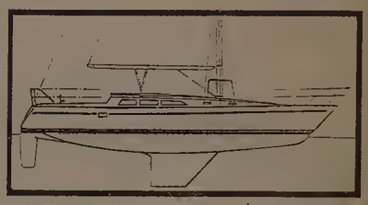
40' VALIANT **$108,000**



WESTSAIL 32 **$49,500**

NEWPORT 28' **Inquire**

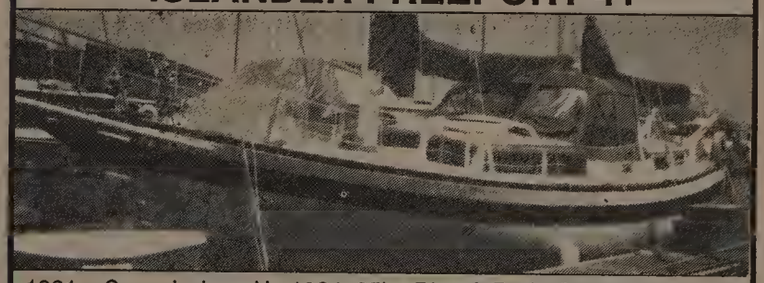
33' SOVEREL **Try $39,500**



O'DAY 39' **$69,500**

NEW LISTINGS NEEDED

ISLANDER FREEPORT 41



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SELECTED SAIL BROKERAGE

20'	WINDROSE w/trlr	$5,000
22'	MERIT w/trlr	8,995
24'	MARTIN Full Race	7,200
24'	C&C	9,990
24'	YANKEE	10,500
25	FRISCO FLYER (2) From	7,700
25'	CORONADO	7,500
25'	OLSON	18,500
26	PACIFIC CLIPPER	12,500
26'	S-2 w/trailer	18,500
27'	VEGA	12,500
27'	CATALINA 27 (3) From	9,000
27'	CAL 2-27	17,500
27'	CHEOY LEE Offshore	19,995
28'	CAL, 1967	13,500
28'	HERRESHOFF (2) From	19,900
29'	COLUMBIA (2) From	15,500
29'	CAL 2-29	26,000
29'	ELITE	38,500
30'	WM GARDEN dbl endr	22,000
30'	ERICSON (2) From	17,900
30	KNARR	12,500
30'	SANTANA 30-30	38,500
30'	ALBERG	OFFERS
31'	CHEOY LEE KETCH	33,000
31'	COLUMBIA 9.6	30,500
31'	BOMBAY CLIPPER	28,500
32'	ARIES	48,500
32'	CHEOY LEE M/S	55,000
32'	WESTSAIL	56,000
34'	ANGLEMAN Ketch	47,500
34'	RHODES Sloop	18,000
34'	YAWL, Cruiser	16,000
35'	JASON 35	49,950
35'	YAWL, *"TERE"*	52,750
35'	ALBERG	35,000
36'	CHEOY LEE	57,000
37'	RANGER	42,500
37'	GARDEN KTCH Teak	67,500
37'	STEEL CUTTER	TRY 35,000
38'	FARALLONE Clpr. (3) From	29,900
38'	YAWL, full cruise	35,000
40'	CAULKINS	65,000
40'	YAWL	75,000
41'	NEWPORT	58,000
42'	WESTSAIL	109,900
44'	CHEOY LEE KETCH	110,000
44'	CSY Cutter	125,000
44'	HARDIN Ketch	115,000
45'	CORONADO SLOOP	TRY 75,000
46'	GARDEN KETCH	89,500
46'	ALDEN SCHOONER	65,000
55'	SWEDE	89,950
58'	SLOOP "Pali"	150,000
60'	*"JONATHAN SWIFT"*	85,000
65'	SLOCUM SPRAY	97,000
84'	STONE Schooner	135,000
90'	STONE Schooner	185,000
95'	ALDEN Schooner	335,000

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23'	VASHON	12,500
26'	WELLCRAFT	22,500
27'	SAGA, diesel	29,000
27'	TOLLYCRAFT	17,000
30'	CRUISER	69,500
30'	SEARAY, Loaded	55,000
30'	MONTEREY, dsl	22,500
34'	CALIFORNIAN, twin dsl	69,500
36'	CHRIS CRAFT	36,000
37'	HERSHINE Trawler	72,500
40'	LAKE UNION CLASSIC	48,000
42'	CHRIS CRAFT	89,900
42'	GRAND BANKS	175,000
43'	STEPHENS, Tri cbn, dsl	48,000
45'	TRAWLER	49,500
47'	CHRIS CRAFT	187,500
47'	PACEMAKER	118,000
48'	DUTCH BARGE	64,900
51'	HACKERCRAFT restrd	INQUIRE
57'	TRAWLER	149,900
57'	CHRIS CRAFT	169,000
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70'	KALLIS – classic	189,500

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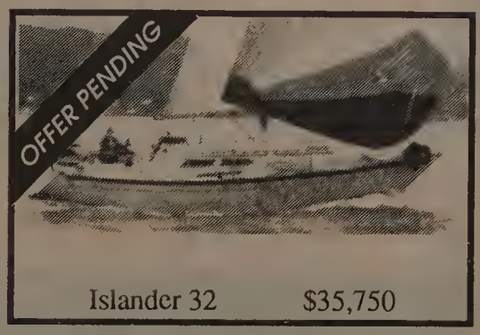
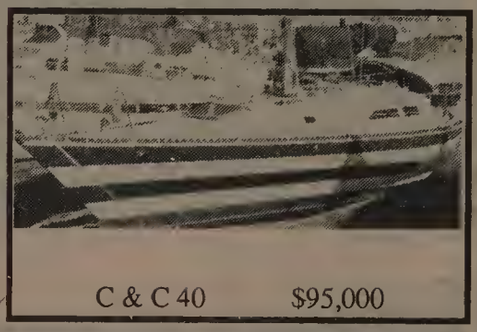


Islander 32 $35,750



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Orion 27 $46,000

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- • 28' SANTANA 18,500
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- • 29' ERICSON 14,900
- • 29' RANGER 24,500
- • 30' CAL 2-30 2 FRM 20,000
- 30' CORONADO 15,000
- 30' PEARSON 303 48,500
- 30' SAN JUAN 26,800
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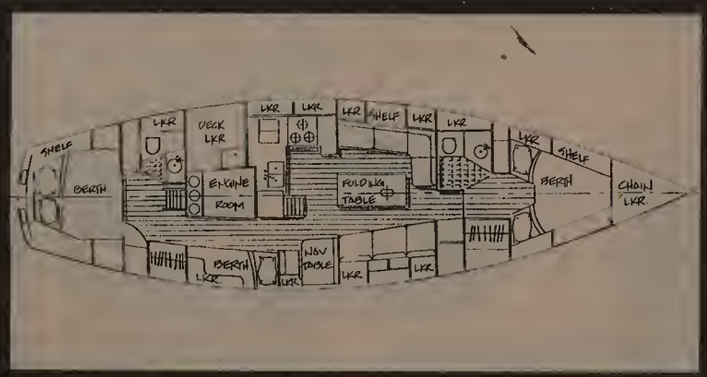

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